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## BRITAIN'S DAY AT WIMBLEDON.

NOW REPRESENTED IN THREE FINALS.

VICTORY IN WOMEN'S PAIRS ASSURED.

MISS WILLS'S TITLE.

London, July 5.  
In sunny boisterous weather, all the main events in the Wimbledon Championships were brought to their final stage to-day. Apart from the final of the women's singles, which was all-American and naturally resulted in Miss Helen Wills retaining the title which she won in 1927 and 1928, it proved to be Britain's day.

The satisfactory situation developed that Britain will have representatives in three of the four finals to be played to-morrow, and that the women's doubles is certain to fall to Britain since both finalist pairs are British.

Unusual Results.

This year's meeting has been unusual in that it has produced the rather strange position that none of the singles finalists except Miss Wills has gained a similar place in the doubles events. The women's singles final was all-American, the men's singles is all-French, the women's doubles final is all-British, and the other doubles finals are Anglo-American.

The finals to-morrow will be as follows:

Men's Singles: Jean Borotra (France) v. Henri Cochet (France).  
Men's Doubles: Dr. J. C. Gregory and I. G. Collins (Britain) v. W. Allison and Van Ryn (U.S.A.).  
Women's Doubles: Mrs. Covel and Mrs. Shepherd-Barrow (Britain) v. Mrs. Watson and Mrs. Michell (Britain).  
Mixed Doubles: I. G. Collins and Miss Joan Fry (Britain) v. F. T. Hunter and Miss Wills (U.S.A.).

No Thrills.

The final of the women's singles to-day was almost devoid of thrills. Miss Helen Wills was never seriously opposed. She was driving relentlessly from start to finish, wearing a serious expression which indicated that she intended to leave nothing to chance.

Miss Jacobs could not find a length and she was kept running from one side of the court to the other. Miss Wills led by 3 games to one in the first set, and she went to six-one with ease, only once placing the ball into the net. Miss Jacobs put up a terrific fight for the last game in the first set, and deuce was called no fewer than seven times. The game and set, however, went to Miss Wills.

Miss Jacobs Outplayed.  
In the second set, Miss Jacobs tried to change her tactics. She struggled up to the net but was driven back by well-placed strokes, and then she tried lob which were killed summarily.

She tried in vain to gain the initiative, but even a remarkable angled backhand failed to disturb the champion who played with the precision of a machine all through. Miss Wills won the second set at 6-2.

British Successes.  
I. G. Collins (Gregory's partner in the doubles final) and Miss Joan Fry played two matches against Anglo-foreign combination and won them both. In the fourth round they defeated Cochet and Miss Eileen Bennett by two sets to one, after losing the first 2-6, and in the semi-final they conquered Gregory and Miss Ryan, trouncing them to the tune of 6-2, 6-3. They qualified to meet Francis Hunter and Miss Helen Wills in the final, these having disposed of the South African semi-finalists.

The Doubles.

Britain's supremacy in the women's doubles ensured an all-British final before the semi-finals were complete. To-day Mrs. Watson and Mrs. Michell (formerly Miss Peggy

## THE KING'S CUP AIR RACE POSITION.

CAPTAIN NEVILLE STACK FIRST IN FIELD.

LIGHT-PLANES IN LEAD

London, July 5.

Twelve of the forty-one starters in the King's Cup air race round Britain made forced landings or met with other trouble which prevented them from reaching the evening rendezvous at Blackpool, and from completing the first stage of the race.

Lady Bailey, Miss W. I. Spooner and Mrs. A. S. Butler are included in the remaining twenty-nine. Captain T. N. Stack, flying his A.D.C. Nimbus Martinsyde, led the field being the first to arrive at Blackpool. He was followed closely by Flight-Lieut. Atcherley, Flying Officer Fielden (who is piloting Captain the Hon. F. Guest's machine), Captain W. L. Hope, last year's winner, who is again using a Gipsy Moth, Mr. A. S. Butler who is flying a special Gipsy Moth, and Flight-Lieutenant Sandilands, a probable member of Britain's Schneider Cup team, who is flying a Simmonds Spartan, equipped with a Hermes engine, the latest development in the light aeroplane class.

This morning the competitors, now reduced to 29, will make for Renfrew, from where they will fly to Dunbar and then south to the starting point, Heston aerodrome.—*Reuter*.

SAD BEREAVEMENT.

LITTLE HONGKONG LAD DIES AT HOME.

The utmost sympathy will be felt for Mr. and Mrs. F. A. Mackintosh in the death, at Home, of Ian, their younger son. News was received by cable to-day that the little fellow passed away from diphtheria on Thursday.

It was only a few months ago that Mrs. Mackintosh left for Home, accompanied by her little son, Mr. Mackintosh following later. The little lad, who was very popular amongst his playmates, was the picture of health when he left the Colony, and the news of his death will come as a great shock to the many friends of the bereaved parents. The elder son is at present at school in England.

## WORLD RECORD IN MARATHON.

BRITISH RUNNER'S GREAT PERFORMANCE.

London, July 5.

The British Marathon was run to-day the long race ending at Stamford Bridge.

H. Payne, the famous long-distance and cross-country runner, was an easy fleet, winning in 2 hours, 20 minutes, 57 3/4 seconds. It is stated that Payne's time constitutes a world's record.—*Reuter*.

Saunders were opposed to Mrs. McQuham and Miss Harvey, winning by two sets to one after winning the first.

Women's Singles Final.

Miss Helen Wills (U.S.A.) beat Miss Helen Jacobs (U.S.A.), 6-1, 6-2.

Mixed Doubles.

Fourth Round: I. G. Collins and Miss Joan Fry (Britain) beat H. Cochet (France) and Miss Eileen Bennett (Britain), 2-6, 6-4, 8-6.

Semi-final: F. T. Hunter and Miss Wills (U.S.A.) beat E. Parquharson and Miss E. L. Heine (South Africa), 6-8, 6-2, 6-3.

Semi-final: I. G. Collins and Miss Fry (Britain) beat Dr. J. C. Gregory (Britain) and Miss Ryan (U.S.A.), 6-2, 6-3.

Women's Doubles.

Semi-final: Mrs. Watson and Mrs. Michell (Britain) beat Mrs. McQuham and Miss Harvey (Britain), 6-4, 5-7, 6-2.

## DELIGHTED WITH HONGKONG.

MR. DWIGHT L. DAVIS MEETS PRESSMEN.

BELIEVES SPORT A FACTOR IN WORLD PEACE.

TRADE POSSIBILITIES.

Mr. Dwight L. Davis, the new Governor General of the Philippines, together with his daughter and niece, were the guests of H.E. the Governor and Lady Clementi at Mountain Lodge last night.

Mr. Davis' first duty this morning was to hold a reception for the Hongkong Press at Government House. It was attended by representatives of all the local journals and by foreign correspondents resident here.

The new Governor-General was not inclined to give his ideas with regard to his proposed policy in the Philippines.

"Out of courtesy to the Legislature, I propose not to discuss my policy, which I will outline in my speech after my arrival at Manila," said Mr. Davis. "This, of course, has been my attitude since my appointment."

Hongkong Possibilities.  
Mr. Davis said that what impressed him most about Hongkong was the possibilities of the reclaimed land on the waterfront.

He was delighted with the city insofar as he had seen it during his brief stay. He recalled that the last occasion on which he was in China was when he was on his honeymoon, which took the form of a world tour.

Regarding the trade possibilities between America and China, Mr. Davis was most optimistic. He pointed out that trade with Europe had fallen off, while trade with the Far East had improved considerably since the great war. The possibilities of the Philippines, also, were enormous.

Sport and Peace.

Mr. Davis is an apostle of peace amongst nations, and he said that he was convinced that if sport took a bigger place in the world there would be less strife. That was why he was so enthusiastic upon Davis Cup Games, of which he is, of course, the originator, and the donor of the famous Cup.

He considered that when nations met on the field of sport they spoke a universal language and did much to establish permanent good-will.

A Smaller World.

"The world," said Mr. Davis, "is getting smaller every day, and so nations are getting into closer touch with each other, and coming to a greater understanding."

Mr. Davis left immediately after the reception for Shek-O, with the American Consul, Mr. Roger C. Tredwell for a game of golf.

After the game, Mr. Davis will lunch, and then return for a drive round the island sailing for Manila aboard the President Taft at 6 o'clock to-night.

Dinner Party.

A dinner party in honour of the Governor-General of the Philippines was given by H.E. the Governor and Lady Clementi last night.

The guests were:—Mr. Dwight Davis, Miss Alice Davis, Miss

Alita Davis, Captain E.B. Whelan, A.D.C., Mr. F. G. Hines, secretary, Hon. Mr. and Mrs. Southern, Hon. Sir Henry and Lady Pollock, Miss Oakley, Mr. and Mrs. Duroes, Mr. and Mrs. R.C. Tredwell, Mr. Meyer, Mr. Parker, Mr. Shantz, Commander Logan, U.S.N., Captain Shillie, A.D.C., and Captain A.L. Whyte, A.D.C.

## ANOTHER MURDER MYSTERY.

BODY FOUND IN UNTENANTED HOUSE LAST NIGHT.

POLICE ENQUIRING.

Another murder mystery is engaging the attention of the police with the discovery late last night of the body of an unidentified Chinese in an untenanted house at No. 6, Mataukok Road, Kowloon City.

An odour issuing from the second floor of the building attracted the attention of the young son of a rent collector. An investigation was made, and it was found that the door leading to the floor had been tampered with. On entering the room, the body of a Chinese male, in a badly decomposed state, was found lying beside a large patch of clotting blood.

Police officers who were subsequently called were unable to ascertain the character of the wounds, owing to the condition of the body.

Whether the man was murdered on the floor or whether, after being killed, his body was taken there to stave off an early discovery are points that have yet to be cleared up. The building is a new one, and has not been occupied since its completion last February.

A description of the murdered man shows that he is about 30 years and of medium height and build. When found, the body was

## BATHING PICTURES.

Chance, For Amateurs This Week-End.

Many of our readers will probably be going bathing this week-end. If they are amateur photographers, they will have an opportunity of turning their hobby to advantage.

Photographs of typical bathing scenes are wanted, and the *Telegraph* will give a prize of \$10 for the best one sent in by an amateur during July. For all others accepted, a prize of \$2 will be given. Enter this interesting contest, and send in your photographs early.

clad in a white cotton singlet and a white pair of trousers, with a pair of brown shoes and fancy socks.

## 40 SACKS OF RICE STOLEN.

FOKI SAID TO HAVE ABSCONDED.

The police have received a report from Wai Chuk-kwan, a partner in the Kwong On rice-shop, 14, Centre Street, alleging that one of his folk has absconded after stealing 40 sacks of rice, valued at \$500.

Enquiries showed that these 40 sacks had been diverted from a shipment which was being unloaded from a junk, and placed on another boat which then sailed away.

## A THREE-DECKER AEROPLANE.

GERMAN CRAFT TO CARRY A HUNDRED PASSENGERS.

Berlin, July 5.  
A three-decker aeroplane is to be tested here shortly. The craft, which has been christened "Dux," carries a hundred passengers, and is driven by twelve engines each of 25 horse-power. The bottom deck will be used for petrol supplies, and the middle deck for passengers. The highest deck forms the navigating bridge and the engine-rooms.—*Reuter*.

## BRITISH ASSOCIATION GATHERING.

London, July 5.  
The final contingent of the members of the British Association departed for South Africa to-day to attend the 1929 Congress of the Association.—*Reuter*.

## RAIN INTERFERES WITH CRICKET.

BATSMEN OVERCOME CONDITIONS.

SEVERAL IMPORTANT GAMES UNCOMPLETED.

SOME HEAVY SCORING.

London, July 5.  
In spite of the fact that rain interfered considerably with cricket all over the country, only three of the eleven matches started on Wednesday being brought to a definite finish, there was a crop of centuries, three players making a hundred for the first time this season.

Notts return to the head of the championship table as the result of a phenomenally big victory over Glamorgan, winning by an innings and 327 runs! Gunn and Payton were primarily responsible for a big score by Notts and Larwood, the famous Test bowler, skittled Glamorgan out twice for small scores.

Honours List.

The principal individual performances were:

Batting.  
Gunn (Notts) ..... 178  
Watson (Lancashire) ..... 170  
R. E. S. Wyatt (Warwick) ..... 101  
B. H. Lyon (Gloucester) ..... 130  
Kilner (Warwick) ..... 121  
Payton (Notts) ..... 116  
Shepherd (Surrey) ..... 116  
Sinfair (Gloucester) ..... 113  
M. J. Gambell (Cambridge) ..... 109  
T. H. Armistead (M.C.C.) ..... 105  
\* Not Out.

Bowling.  
Larwood (Notts) ..... 6 for 54  
Clark (Northants) ..... 6 for 41  
Herman (Hants) ..... 6 for 45  
E. D. Blundell (Cambridge) 6 for 61

## COLOSSAL MARGIN.

Glamorgan Overwhelmed at Nottingham.

Notts delighted the Trent Bridge crowd by a vigorous hitting display and some magnificent bowling, producing the biggest victory of the season. Glamorgan suffered defeat by an innings and 327 runs and were never in the same class.

The Glamorgan bowling was so severely punished that A. W. Carr was able to declare with six wickets down. The score board then showed 512 runs, G. Gunn, who is over fifty, having made 178, while Payton was not out 116.

Glamorgan could do nothing in reply. In their first innings they were dismissed for 107, Larwood taking 6 wickets for 54 runs, and in their second they made 78, Larwood taking 5 wickets for 19 runs.

## ABANDONED MATCHES.

Prominent Teams Make Big Scores Uselessly.

Gloucester put up the remarkable score of 423 for 3 wickets against Essex, when rain interrupted and prevented further play. Sinsford made 113 and B.H. Lyon hit out freely for a splendid 180. Essex did not bat.

Lancashire made 370 runs for 6 wickets (declared) against the Minor Counties, but the latter team had no opportunity of batting owing to rain. Watson contributed 170 runs.

## DERBYSHIRE REVERSE.

Lose on the First Innings.

Yorkshire, playing at Chesterfield, won on the first innings against Derbyshire. Yorkshire made 239, Worthington taking 5 wickets for 72 runs, and Derbyshire responded with 156, Robinson taking 5 wickets for 84 runs. Yorkshire had lost three wickets in their second innings for 37 runs when stumps were drawn.

## SOUTH AFRICAN DRAW.

Northants Lead on the First Innings.

The South African drew with Northamptonshire, the county eleven gaining a slight advantage. The visitors batted first and

## Bulls and Inners

From Office the Butts.

Re the "Kau Sing," it looks as if the master as well as the tug should be treated on the double-screw basis.

"Kowloonite."—Possibly you'll find it cheaper to move than to keep up with your neighbours.

Said the paper which got the news later: "The facts we must investigate."

But a trip to Headquarters. By well-scooped reporters. Merely proved it was not up-to-date!

According to lawn bowls officials, letting the grass grow means mower trouble.

A motorist recently found a human tooth embedded in his front tyre. So obviously blinding no use to pedestrians as a means of defence.

The verandah chair as a substitute for motoring is all right but you can't go far on a gallon.

"Ocean Bed Risen," says a newspaper heading. "Our his done the same thing after a swift night."

"When a man is thirsty enough he's likely to swallow his pride."

Mexico seems to have solved the problem of perpetual motion. We read that a soldier there may be a General one day, and a private the next.

You growl about the water. When it happens to be short. You call the drought a "shorter." Which just proves you're not a smart. You quench your thirst with "shorter."

Till your nerves are over-wrought. And you make your life much shorter.—"Cause you growl.

You want to be a voter. And to share the civic loads. Though you couldn't use a motor.

If we hadn't built the roads. —Want a legislative quota. But your wanting only goes. And you don't help one iota.—When you growl.

Why don't you ride a pony? For you'll quickly get the knack. No matter fat or bony. Doesn't cost much for a hack. We're making paths less stony. 'Fact, we've built a new goat track.

Just to satisfy the toney.—Who don't growl.

Anyhow, "Bunny" Austin proved he is no rabbit.

New and then you see a woman as prettiness a picture, and it turns out that she's just another talkie.

The next thing for Dr. Schacht, the German reparations expert, to turn his hand to might be the writing of a book entitled: "Famous Installment Collectors I Have Fooled, and How."

Motoring note.—The best way to get to the top is stay on the level.

Commercial news.—Hongkong basebatters failing to get a pitch, the peanut market is weak.

Talking of water, there's always a lot of trouble because there's so little demand for it.

Dressmakers' note.—A falling market, with dresses still remain.

Peking politicians were surprised the other day, says *Reuter*, at Yen's failure to turn up. Heads of the



HOME SWEET HOME

"Yesterday," said Jabson, "I refused a poor woman a request for a small sum of money, and in consequence of my act I passed a sleepless night. The tones of her voice kept ringing in my ears the whole time."

"Your softness of heart does you credit," said Madson. "Who was the woman?"

"My wife."

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When water in storage has ebbed some more, the most appropriate part of an official memorandum will be the heading—It rains.

It is only now, when we splash in a few inches of brownish water, that we fully understand why in certain languages a bath is called *bad*.

R.A.F.—Rainmaking Ain't Fun.

There was a young lady from Worcester Whose relatives set out to horcester; So she came to Hongkong. But had not been here long When she wished they had never indoorcenter.

According to a local news item this week, a mason's hand had to be taken to hospital. His hand, however, was in the proper place.

An American writer gives ten reasons why corn should be the national emblem. He fails, however, to mention its uses as an occasional garnish.

People who never studied geometry often cause triangles in domestic circles.

Anyhow, if Yen goes to Japan he should feel at home.

A market report states that tin is just so so. Kerosene tins, however, are still booming.

The Wimbledon tournament has shown that the old country can still be Austin-tious.

Headline from an outport contemporary—"Water works: A big dam." Nowadays it works like magic.

All heads of households now have the M.B.E.—Membership of the Bath Executive.

Fine feathers make and birds when the bills come in.

"A private inspection was made yesterday afternoon by Mr. S. T. Williamson and Mr. H. S. Rouse, of the Water Emergency Committee....," says a local journal. We understand that this was a practice parade, in open tank formation, preparatory to the distribution of high-water marks.

Now the Club's going to let women in. At three bucks a month—what a sin!

Though we may be quite able To broadcast the babel, Especially if they take gin.

The idea's quite all right in its way.

For those who are not quite an fall, With "bi-egs" and fiction, Or weak in their diction, They can read at the Club all the day.

But its hoped that when reading they'll try To miss all the volumes too dry. For to read all the worst, Might develop a thirst— And there might be a shortage of "pye."

The Yen seems to be giving trouble both in China and Japan.



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**MARRIAGE LAW.**

**WIFE SUCCEEDS IN CLAIM FOR MAINTENANCE.**

An order in favour of the complainant was given by Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon when the case was concluded in which a Chinese woman claimed maintenance from her husband, a butcher of a stall in the Shamshui Market.

Mr. J. M. Hall was for the defendant and addressing his Worship said that he had no further witnesses to call.

Addressing the Bench Mr. Hall contended that the complainant had left her husband without his consent or the consent of his family. To leave her husband in those circumstances was not justifiable. Section 3 of the Married Women's Descent Ordinance, continued Mr. Hall, provided for married women whose husbands had deserted them, had been guilty of persistent cruelty or willful neglect to provide reasonable maintenance and by such cruelty or neglect had caused them to leave and live separately and apart.

It was very clear that the woman had to be deserted by her husband and forced to leave him owing to his persistent cruelty. Mr. Hall submitted that only under those circumstances was a Chinese married woman entitled to maintenance from her husband.

**Had Kept Away.**

Mr. Hall reminded his Worship of the woman's admissions when cross-examined. She admitted that she had left of her own accord, and that she had left on April 8 after a quarrel with her husband. She gave her husband no intimation of her whereabouts nor did she go to her own people. It was not a matter of leaving in a certain heat of passion and then getting over it again after a few days. She had deliberately kept away from the husband for nearly three months.

Speaking of the defendant's evidence, Mr. Hall said that he admitted he had assaulted his wife. The assaults arose not only on one occasion but on several occasions, from the fact that the woman had left him from time to time without his consent or that of his parents.

Mr. Hall said that he would consider a man a saint if he did not lose his temper with a wife who was constantly leaving him without his permission. That gave the husband justification for the quarrels.

**Lovers' Quarrels.**

All married couples had little quarrels but Mr. Hall pointed out that they were invariably made up again. He said that in some cases, although he was not speaking from personal experience, when the parties made it up they became better friends than they had been before the fight.

Mr. Hall submitted that the assaults admitted by the defence did not amount to persistent cruelty.

Mr. Hall quoted various authorities in support of his contentions. He read passages setting forth the woman's as well as the man's duty.

The party who broke the marriage contract, continued Mr. Hall, should not seek remedy in law because equity would not give her relief.

Mr. Hall said that his Worship must take cognizance of the Chinese customs in this case because when purely Chinese affairs were at issue the Chinese customs should prevail unless it conflicted with British Law. If Chinese customs were not recognised then the whole of the constitution in Chinese married life would be defeated.

In order to prove to his Worship how important it was that Chinese customs should be recognised, Mr. Hall pointed out that

**PROVISIONAL COURT.**

**ABROGATION OF AGREEMENT THREATENED.**

A rather significant report appears in the Shanghai Chinese newspapers regarding the Mixed Court Rendition Agreement. The report states that the Kiangsu Provincial Government considers the present agreement inadequate and intends to abrogate it as soon as possible. No mention in the report is made regarding the intended future status of the Provisional Court nor in what way the present agreement is inadequate from the Chinese viewpoint.

The report states that the Kiangsu Provincial Government has ordered the Commissioner for Foreign Affairs to notify the British Consul, Mr. E. S. Cunningham, of the intentions of the Government and to inform other members of the Consular Body to this effect.

The text of the note sent of Mr. Cunningham is as follows:

"I am in receipt of an order from the Kiangsu Provincial Government to the effect that the Mixed Court Rendition Agreement, which has been in force since January 1, 1927, is inadequate. An announcement of its abrogation is to be made before June 30, 1929. Please take note and convey this information to your colleagues."

An Ordinance (the Chinese Marriage Preservation Ordinance) was instituted because the sanctity of Chinese marriage had to be protected.

**Chinese Authorities.**

If a wife left her husband for an indefinite period Mr. Hall pointed out how dangerous it would be. A wife could not allow her husband to doubt her chastity.

Mr. Hall then referred his Worship to authorities on Chinese marriages. He pointed out that R. T. Bryan Jnr. held in the case of divorce that if a husband refused to consent to divorce and the wife deserted him she was punishable and her husband was permitted to sell her in marriage.

Another eminent authority held that if a wife ran away without her husband's consent he was entitled to sell her as a wife to another man and if she ran away and married another man she was liable to death by strangulation.

Of course, said Mr. Hall, that was too much of a penalty but it was very clear that a Chinese woman must not run away from her husband without his consent.

**Mean and Unjustifiable.**

In giving judgment against the husband his Worship found that in fact and in law there was no desertion by the complainant.

His Worship reviewed the evidence at great length mentioning the previous summons which was dismissed by the Court.

There was absolutely no evidence tending to show that the wife was unfaithful to her husband or to show that he had any justification to suspect infidelity. His Worship said that he could only regard the defendant's allegations of infidelity or suspected infidelity as a mean and unjustifiable effort to present his case in the strongest light possible.

He did not say that Mr. Hall was in any way to blame for that.

**THE RIVER PIRATES.**

**FURTHER ACTIVITIES BY ARMED RAIDERS.**

On Wednesday morning, about two o'clock, a tow-boat accompanied by a steam launch full of cargo and passengers, while passing Ho Ngau Tau waters near the Chen Chuen district, was fired upon by a large gang of pirates. The few armed guards on the boat retaliated, but when it was found that two passengers were severely wounded and a few others slightly wounded by the pirates, the resistance ceased. The pirates sailed alongside and completely looted the cargo kidnapping forty passengers, including some women.

The vessel was plying between Canton and the Sun Hing district. The two passengers who were dangerously wounded by bullets, named Mr. Lai, 24, native of Tsi Shan, and Tso Sun, 19, native of Yan Ping, were admitted to hospital for treatment when the vessel arrived in Canton on Thursday morning. Two other passengers were also medically treated.

**Junks Pirated.**

Two cargo junks full of valuable goods were also pirated on the West River in Kok Fat Wan waters.

The pirates drove all the passengers ashore and seized both vessels. It is understood that the junks belong to the same company.

Another piracy is reported from Kok Fat Wan on the West River. It is stated that a tow-boat, was attacked by pirates on Wednesday evening, resulting in one male passenger being killed and four others being wounded. The vessel eventually succeeded in evading the pirates.

**Anti-Bandit Campaign.**

An official report from Canton claims that the 3rd Brigade's 6th regiment at Tungkuon carried out a number of successful raids in near-by villages during last week, capturing 60 bandits, 19 of whom were executed on Thursday at Tungkuon.

It was obvious that during his examination of the defendant the latter said many things which surprised his solicitor. His Worship said that he had had similar experiences when practising as a solicitor and could sympathise with Mr. Hall.

**Maintenance Ordered.**

His Worship quoted a case in which it was held that desertion was not the withdrawal from a place but from a state of things. The leaving of the house did not necessarily constitute desertion.

Continuing his Worship said that Mr. Hall argued that he should consider the sanctity of Chinese marriages but it was pointed out from the Bench that the complainant had left her husband before and she had been taken back by him.

His Worship said that he based his finding on the defendant's conduct since he and his wife had been separated, his conduct at the Secretariat for Chinese Affairs and his refusal in Court on May 17 to take his wife back.

His Worship ordered the defendant to pay his wife \$8 per week maintenance.



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**SALESMAN SAM**

UNSUCCESSFUL IN AN ATTEMPT TO LAND WITH THE WASHINGTON SEAGIRLS, SAM BUYS A TICKET ON THE SAME TRAIN THAT TAKES THE SEAGIRLS TO ST. PETERSBURG, FLA. FOR AN EXHIBITION GAME WITH THE BOSTON BRAVES

HERE'S A HOT ONE, EVERS! A BASE-BALL MISFIT NAMED HOWDY TRIED TO LAND WITH MY TEAM, AND I CHASED HIM—NOW HE'S HERE TO HOOK UP WITH THE BRAVES!

THANKS FER TH' TIP, WALT.

**Peanuts—Fresh, Roast' Peanuts!**

BEG PARDON, BUT I'M A BALL PLAYER AN' I'D LIKE TO JOIN TH' BOSTON OUTFIT—ARE YOU TH' GUY I'M SUPPOSED TO TALK TO?

WELL, I'M JOHNNY EVERS, ASSISTANT MANAGER!

EVERS? WELL, FER GOSH SAKES! THIS IS WHAT I CALL LUCK! DON'T YA REMEMBER MET WHY I USED TO SELL PEANUTS IN TH' CUBS PARK 'WAY BACK IN THE OLD DAYS WHEN YOU WAS TH' PINT MAN IN TH' EMOUS 'TINKER TO EVERS TO CHANCE PLAYS. SURELY YOU'LL GIVE ME A JOB, IF ONLY FER OLD ACQUAINTANCE SAKES!

YOU SAID IT, KID!

SOON'S TH' SEASON OPENS, I'LL FY IT UP SO'S YA CAN SELL PEANUTS IN TH' BRAVES BALL PARK!



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**AGRICULTURAL SHOW.**

**PRACTICAL PLANS FOR  
DEVELOPMENT.**

The Committee of the New Territories Agricultural Show, in their report for last year, state:

The Committee has much pleasure in presenting the report and statement of accounts of the New Territories Agricultural Show held on January 5 and 6, 1929.

**Receipts.**

Balance B/forward	28.67
Subscriptions from European Community	175.00
Imperial Chemical Industries Ltd.	250.00
Chinese Community	1,181.60
Kowloon Motor Bus Co.	65.45
Refund of Prizes	14.00
Sale of Tickets	39.70
Sale of Programmes	14.10
Bank Interest	1.62
<b>Total</b>	<b>\$1,770.14</b>

**Payments.**

Prizes and Teakwood Tablets	653.42
Wages and Travelling Expenses of 2 Permanent workers	464.45
Transportations & Coolie hires	147.23
Refreshments for Guests and Committees	67.15
Indian Band	79.20
Printing account	163.84
Advertising account	82.00
Stamps on 2 cheque books	2.50
Sundries for decorating Matched and Exhibits etc.	28.39
<b>Total</b>	<b>\$1,770.14</b>

It will be seen that there is a small balance of \$1.91 with which to begin the work of next year's Show to be held on January 5 and 6, 1930, and the Committee are unanimous in their feeling that the Show must be continued.

There was some difficulty in transportation of exhibits, and some exhibitors did not appear to have carefully read the instructions. This will be remedied as the exhibitors become accustomed to the method of holding the exhibition from year to year.

**Thanks.**

The thanks of the Committee are presented to the Hon. Mr. W. T. Southern, the then Officer Administering the Government and Mrs. Southern for their presence and services in connection with the opening ceremony; and also to Sir Robert and Lady Ho Tung for the loan of the land and much hospitality extended to visitors, the Committee and assistants; and to all friends who generously contributed to the prize fund and towards the expenses of the Show. The Committee also desire to make grateful acknowledgment to the Imperial Chemical Industries for their generous aid as well as deep interest taken in the Show, and to Mr. H. B. L. Dowbiggin, the Committee were indebted for his help to obtain the excellent services of the 3/16th Punjab Regiment and to Mr. Fung Ki-chuek, who has been a hard worker and a strong supporter of the Show for the past two years. Thanks are also presented to the Government for the kind provision of the buildings; to Mr. Fraser, the District Officer for constant advice and assistance throughout the year and to Mr. H. Green of the Forestry Dept. for the very beautiful exhibits of many articles set up at the Show.

The exhibits of this year were more in number and better prepared than in the previous year and give promise of great improvement. The Committee realize the value of the work and the immense benefit accrued in connexion with the Show, and are endeavouring to formulate practical plans for development of agricultural work throughout the New Territories Show.

**THE FU KWANG.**

**GETS OFF THE BAR AT  
HIGH TIDE.**

The mishap to the tanker, Fu Kwang appears to have been greatly magnified, and the anxiety about her unwarranted. The most serious thing about her going ashore was the delay occasioned by the accident. She failed to negotiate the bar on her trip down owing to the falling tide and nothing could be done to assist her until the tide again rose.

It was considered preferable that she should remain where she was as she was perfectly safe, rather than that she should get off by the sacrifice of her cargo of water. As it happened she finally floated free and got to the Colony by sundown yesterday none the worse for her experience.

**RADIO BROADCAST.**

**LOCAL PROGRAMME FOR  
THE WEEK-END.**

Broadcast by Z.B.W. on 350 metres.

**Saturday.**

1.48 p.m. Weather Report.

5.30-6.30 p.m. Programme of Chinese Music, (Beka Records supplied through the courtesy of Messrs. Canton Trading Association, Ltd.)

7.48 p.m. Evening Weather Report.

8 p.m. Evening Programme, (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.)

"Madame Butterfly," (Puccini).

Selection, New Queen's Hall Light Orchestra.

Dance Music.

8.45 p.m.

"Nell Gwyn Dances," (E. German).

Regimental Band of H. M. Grenadier Guards.

"Humoresque," (Dvorak).

Regimental Band of H. M. Grenadier Guards.

Dance Music.

9.30 p.m.

"Gipsy Dan,"

Baritone, Raymond Newell.

Dance Music.

10.15 p.m.

"Song Hits," Organ Medley.

Organ Solo, Quentin M. MacLean.

10.30 p.m. Close down.

**Sunday.**

10.55 a.m. "Thanksgiving Service"

Relayed from St. John's Cathedral.

Rev. Dean Swann.

5.55 p.m. Evening Service relayed from St. John's Cathedral.

7.48 p.m. Evening Weather Report.

9 p.m. Evening Programme, (Victor and H.M.V. Records supplied through the courtesy of Messrs. S. Moutrie and Co.)

"Pomp and Circumstance," No. 1, (Grieg).

"Morning,"

"The Death of Ase,"

"Anitra's Dance,"

"In the Hall of the Mountain King,"

Victor Symphony Orchestra.

"In An Old-fashioned Town,"

"Walt," (D'Harcourt).

Baritone, John Turner.

"Ballet Egyptian," (Luigini).

Organ Solo, Reginald Foort.

"Kashmiri Love Song,"

"Till I Wake,"

Bass-Baritone, Peter Dawson.

"The Bell of St. Malo,"

"Sensory Film March,"

The Band of H. M. Coldstream Guards.

"An Autumn Serenade," (Bece).

"Poem," (Fibich).

Organ Solo, Reginald Foort.

"Die Meistersinger," (Wagner).

Overture,

Chicago Symphony Orchestra.

"The Gay Highway,"

"The Vagabond,"

Bass-Baritone, Peter Dawson.

"William Tell," (Rossini), Overture,

"At Dawn,"

"The Storm,"

"The Calm,"

"Finale,"

Victor Symphony Orchestra.

"Friend O' Mine," (Sanderson).

"Shipmates O' Mine," (Sanderson).

Bass, Manuel Hemingway.

"Nearer My God to Thee,"

"Abide with Me,"

Grand Organ Solo, Mark Andrews.

10.30 p.m. Close down.

**JAPAN'S TRADE.**

**THE FIGURES OF COMMERCE  
WITH CHINA.**

Shanghai, July 5.  
Japan's trade with China in June was as follows:  
Exports, 36,000,000 yen, and imports, 20,000,000; making a total for the first half year of exports 260,000,000 and imports 202,000,000; compared with last year's totals for the same period of exports 270,000,000 and imports 220,000,000.—Reuter.

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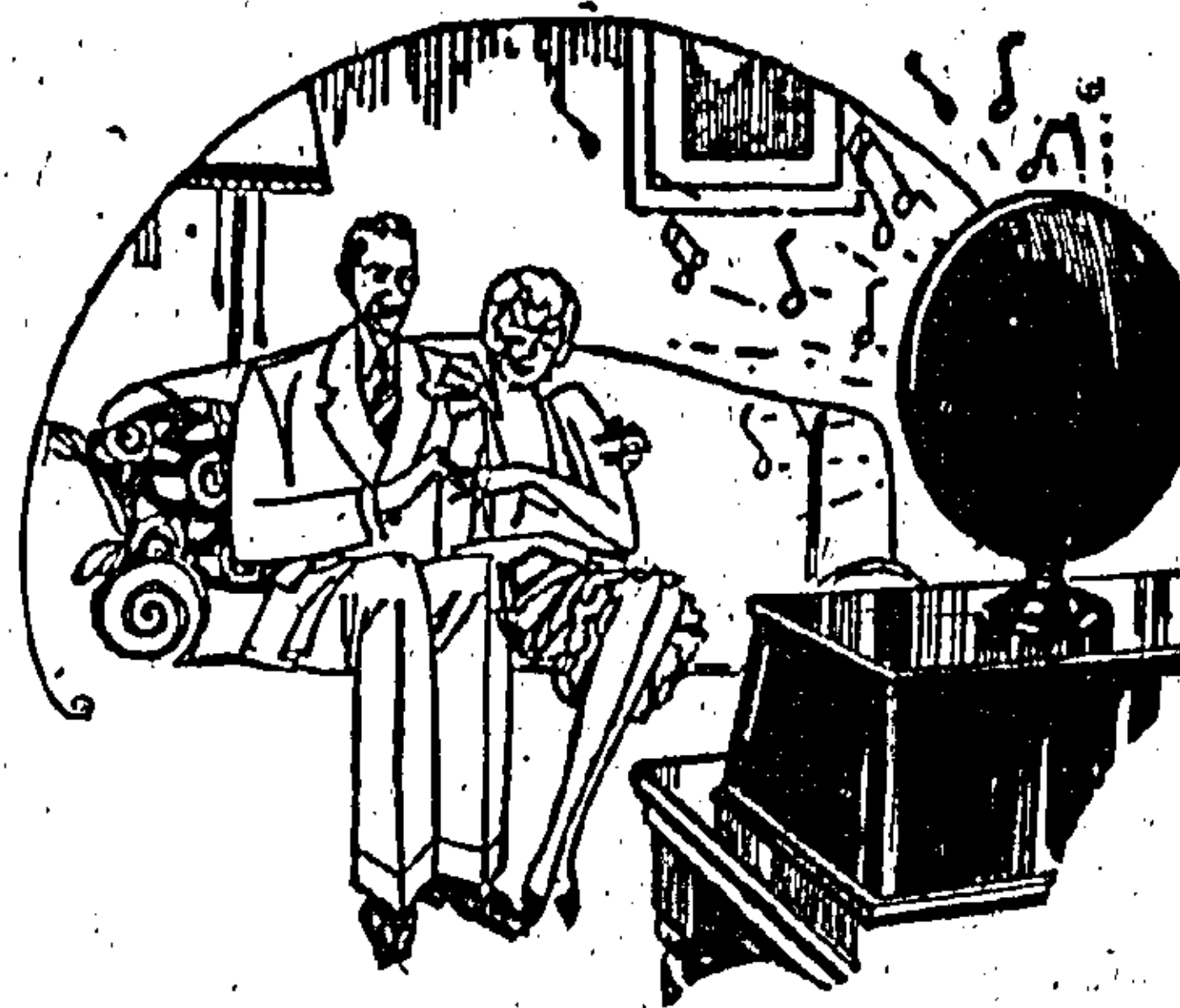
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# TO-DAY'S WANTS

## 25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:—

295, 300, 301, 305, 306, 315 344, 363, 371,  
374, 376, 381, 385, 411, 426, 427, 443, 445  
455, 461, 462, 465, 474, 476, 486, 505, 512,  
536, 540.

## SITUATIONS VACANT.

WANTED.—Young Chinese male stenographer for Amoy. Reply Secretary, P.O. Box 22.

WANTED.—For outport European job printing establishment in full running order, competent senior works foreman of Portuguese nationality. Excellent prospects right man. Application stating age and complete list of positions held since apprenticeship full time of application together with copies of references to be sent to Box No. 537, care of "Hongkong Telegraph." All applications kept strictly confidential.

## PREMISES WANTED.

WANTED.—Unfurnished flat of three or four rooms close to city. Will not consider buying furniture. Write Box No. 540, care of "Hongkong Telegraph."

## WANTED.

WANTED.—FOUR-SEATER CAR, must be in good condition and fairly recent model. State mileage done and lowest price acceptable. Owner driven preferred. Write Box No. 539, care of "Hongkong Telegraph."

## FOR SALE.

FOR SALE.—ICE BOX for carrying on back of car. Well made, practically unused. Hawker, Hotels Co.

FOR SALE.—On Broadwood Road, 3 roomed BUNGALOW. Write Secretary, Post Office Box No. 22.

WATER TANKS FOR SALE.—100 gallon Steel Drums, for sale, these are good strong tanks for receiving water for household use, and galvanized inside and outside, will not rust. Price \$15.00 each. Kwong Sang Hong Ltd., or 134/6, Praya East, Wanchai.

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# NEXT WEEK IS UNIVERSAL WEEK AT THE QUEEN'S

Sunday and Monday	LAURA LA PLANTE in "HOME JAMES"
Tuesday and Wednesday	REGINALD DENNY in "THE NIGHT BIRD"
Thursday to Saturday	NORMAN KERRY in "THE FOREIGN LEGION"

Don't Miss These Splendid Pictures!

## New Advertisements

## WATER EMERGENCY COMMITTEE

A Control Office has been opened, as from to-day, at Post Office Building, 1st floor.

All inquiries and communications regarding the importation of water should be made there.

## WILL STEAMSHIP AGENTS. PARTICULARLY NOTE.

Tel. No. C.2527 & Govt. No. 284. By order, H. S. ROUSE, Secretary. Hongkong, 1st July, 1929.

## CHURCH NOTICES.

To-morrow the Sixth Sunday After Trinity. LOCAL SERVICES.

St. John's Cathedral, Hong Kong, July 7th, 1929. 6th Sunday after Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Service of Thanksgiving for H. M. The King's Recovery. 11 a.m. Preacher: The Dean. Holy Communion. 12 noon. Evensong, 6 p.m. Preacher: Rev. G. K. Carpenter.

Union Church, Kennedy Road, Sunday, 7th July, 1929. Morning, 11 a.m. There will be a Service of Thanksgiving for His Majesty's Recovery. The Committee of St. Andrew's Society will attend. After the Thanksgiving service the Communion of the Lord's Supper will be observed. Evening Service, 6 p.m. Preacher: Rev. F. C. Young. Hymns, 269, 386, 31, 665.

St. Andrew's Church, Kowloon, July 7, 6th Sunday after Trinity. 8.15 a.m. Holy Communion. 11 a.m. Morning Prayer and Sermon. Noon Holy Communion. 6 p.m. Evening Prayer and Sermon. Note.—During the Morning Prayer there will be a special service of Thanksgiving for the recovery of His Majesty the King. His Majesty's Message will be read by Sir Henry Pollock, Kt. & G. LL.D.

Wesleyan Methodist Church, Queen's Road East, Sunday Services: Morning 10.15 a.m. Preacher: Mr. W. H. Smith. Evening: 6 p.m. Thanksgiving for the recovery of H.M. The King. Preacher Rev. J. C. Knight. Service at Hankow Barracks: Morning: 10 a.m. Preacher, Rev. J. C. Knight. Sailors and Soldiers Home. Praya East. Sunday, 3 p.m. Mens Bible Class. Sunday, 8.15 p.m. Service Mens Hour. Wednesday, 8.30 p.m. United Fellowship Meeting.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "God." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

## M. C. L.

PRISON BRANCH RAFFLE.  
Winning Tickets No. 173

Delivery to be had from MESSRS. TYEB & CO. Queen's Road, Central on production of ticket.

## SHAMEEN

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## Lammert's Auctions

## PUBLIC AUCTION

Messrs. LAMMERT BROTHERS have received instructions from the Mortgagee to offer the valuable leasehold properties known as 22 Robinson Road, and 24 Robinson Road, for sale by Public Auction, at their Sales Room, No. 4, Duddell Street, on Monday, the 8th day of July, 1929, at 3 p.m.

For further Particulars and Conditions of sale apply to the Crown Solicitor, Courts of Justice, or to:—

MESSRS. LAMMERT BROTHERS, 4, Duddell Street, Hongkong, 25th, June 1929.

## PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

On WEDNESDAY, the 10th July, 1929, commencing at 2.30 p.m. at the Sales Room, Duddell St. A Valuable Collection of Caricatures, comprising:—

Ornaments, Bronze Incense Burners, 5-colour and 3-colour Vase, Bowls, Plates, Pots, Crystal, Agate, Coral and Jade Ornaments, Embroideries, Lacquer Cupboards, Chairs, Screens, Blackwood Joss Tables Tea Poy, Opium Stools, Jardiniers, Brass Incense Burners, Chinese Hand Paintings, etc., etc.

On View from Tuesday, the 9th, July, 1929. Catalogues will be issued. Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

## PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction,

on Friday, the 12th July 1929, commencing at 5.15 p.m. at their Sales Room, Duddell Street.

A Collection of Valuable Postage Stamps,

comprising:—Rare China, Ceylon, Thibet, Federated Malay States, Hongkong, Great Britain, Macau, North Borneo, Malay Borneo, Exhibition, Trengganu, Mongolia, Slam, Straits Settlement, etc., etc. Catalogues will be issued. On View from Monday, the 8th, July 1929.

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## NOW ON

## SALE

# VICTOR RECORDS

for

## June

# TSANG FOOK PIANO COMPANY.

ICE HOUSE STREET  
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## REGINALD DENNY.

## SHOWING AT THE QUEEN'S ON TUESDAY.

Many of the most entertaining features that can occur in a motion picture are jammed with gusto into the "Reginald Denny" vehicle, "The Night Bird" which comes to the Queen's Theatre on Tuesday.

This comedy has everything that makes for laughter and all the ingredients of the entertainment pie. The photoplay is a comedy-drama or a romantic-comedy or a thriller-comedy and it is all rolled into one riotous picture.

There is a love theme running through the story—a theme of transcendent beauty all the more unusual for "The Night Bird" is aimed for laughs and not only brings them down but touches the heart strings as well. The prize fighting in the picture is the best ever seen on the screen.

Denny's acting ability is responsible for the great majority of the laughs. His expressions in times of stress are ludicrous; he does one of those excruciating dances aided by Corliss Palmer; and the prize fight scenes where he must end the fight quickly to get away to save his fiancée from the cruel villain present a new idea in motion picture comedy.

## THE WAR DEBTS.

## FRENCH GOVERNMENT'S PROBLEM.

Paris, July 5. The difficulty of obtaining a majority in the Chamber for ratification of the debt agreement with America, without conditions unacceptable to the Government, is seriously perturbing Ministers. M. Poincaré suddenly convoked the Cabinet to-day, and it discussed for one and a half hours the parliamentary situation arising from the debt question.—Reuter.

## LETTER GOLF.

Once you get the idea it's easy to YODEL SOLOS. Par is five.

Y	O	D	E	L
S	O	L	O	S

1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You can change only one letter at a time.  
3.—You must have a complete word of common usage, for each jump. Slang words and abbreviations don't count.  
4.—The order of letters cannot be changed.  
One solution is printed on another page.



Few co-eds are in a class by themselves.

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## POST OFFICE NOTICE

## RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

On Radio telegrams to the Kwangtung Stations at Nanning and Luichow a fee of \$0.20 per word will be collected from the sender—this sum includes the receiving station's charge. On messages to Wuchow the charge will be \$0.10 per word—the addressee to pay the receiving station charge.

Radiotelegrams will be accepted on and after 1st July next for transmission to Canton and Shanghai at the following rates per word:—  
Foreign Code radiotelegram \$0.20  
Plain Chinese radiotelegram \$0.10

The Public are again reminded that the postage on newspapers published in Hongkong and addressed to British Possessions, China and Macao is 2 cents per 4 oz. and not 3 cents per newspaper. When the postage is not fully prepaid newspapers cannot be forwarded and if they do not bear the sender's names and addresses they are disposed of in the Dead Letter Office.

## INWARD MAILES.

From	Per	Date
Straits and Swatow	Hakozaki Maru	July 6.
Manila	Sunning	July 6.
Australia and Manila	Empress of Asia	July 7.
Calcutta and Straits	Aratuna	July 7.
Manila	Talamba	July 8.
Japan	Pres. Jackson	July 8.
Shanghai and Amoy	Kanakura Maru	July 8.
Straits	Chonan	July 8.
Shanghai	Kutsang	July 9.
Calcutta and Straits	Sarpedon	July 9.
Straits	Kutsang	July 9.
U.S.A., (San Francisco 14th June)	Van Houten	July 9.
Honolulu, Japan and Shanghai	Pres. Johnson	July 13.
U.S.A., (San Francisco 21st June)	Pres. McKinley	July 15.
Manila	Pres. Taft	July 15.
Salgon	Chenonceaux	July 16.
Japan and Shanghai	Andre Lebon	July 16.

## OUTWARD MAILES.

For	Per	Date and Time.
Java via Batavia	Tjikembang	Sat, July 6, 1.30 p.m.
Huiphong	Canton	Sat, July 6, 1.30 p.m.
Salgon	Shun Chih	Sat, July 6, 4.30 p.m.
Straits and Calcutta	Santha	Sat, July 6, 4.30 p.m.
Manila	Parcels	Sat, July 6, 4.30 p.m.
Amoy	Letters	Sat, July 6, 4.30 p.m.
Shanghai, Japan and Europe via Siberia	Kwangtung	Sat, July 6, 5 p.m.
Huiphong	Hakozaki Maru	Sat, July 6, 5 p.m.
Amoy	Francis Gardier	Sat, July 6, 5 p.m.
Swatow, Amoy and Formosa	Kanchow	Sun, July 7, 9 a.m.
Bangkok via Swatow	Canton Maru	Sun, July 7, 9 a.m.
Swatow	Kaying	Sun, July 7, 9 a.m.
Manila	Hydrangea	Mon, July 8, 2.30 p.m.
*Straits, Mombasa, Lourenco Marques and South Africa	Madison	Mon, July 8, 2.30 p.m.
Shanghai, Japan, Canada, U.S.A., Central and South America, and Europe via Vancouver B. C. and Europe via Siberia	Kamakura Maru	Mon, July 8, 5 p.m.

President Jackson ... Tues, July 9, 4.30 p.m.  
Parcels ... July 9, 4.30 p.m.  
Registration July 9, 8.45 a.m.  
Letters ... July 9, 8.45 a.m.  
(Due Victoria B.C. 20th July.)  
Anyo Maru ... Tues, July 9, 10.30 a.m.  
Hui Ning ... Tues, July 9, 2.30 p.m.

\*Shanghai and Honolulu ... Tues, July 9, 4.30 p.m.  
Shanghai, Japan, Canada, U.S.A., Central and South America, and Europe via Vancouver B. C. and Europe via Siberia ... Tues, July 9, 4.30 p.m.  
Emp. of Asia ... Wed, July 10, 1.30 p.m.  
Parcels ... July 10, 1.30 p.m.  
Registration July 10, 8.15 a.m.  
Letters ... July 10, 8.15 a.m.  
(Due Vancouver B. C. 27th July.)  
Van Heutz Wed, July 10, 11.30 a.m.  
Kumsang ... Thurs, July 11, 1.30 p.m.  
Parcels ... Thurs, July 11, 1.30 p.m.  
Amoy ... Thurs, July 11, 1.30 p.m.  
Kutsang ... Thurs, July 11, 1.30 p.m.  
Swatow, Amoy and Fochow ... Fri, July 12, 1 p.m.  
Straits, Ceylon, India, Mauritius, East & South Africa, Aden, Egypt and Europe Marseilles ... Hakone Maru ... Sat, July 13, 1.30 p.m.

K. P. O.  
Registration July 12, 4.30 p.m.  
Letters ... July 13, 9 a.m.  
G. P. O.  
Registration July 13, 8.45 a.m.  
Letters ... July 13, 8.45 a.m.  
(Due Marseilles 12th August.)

Manila ... Pres. Johnson ... Sat, July 13, 5 p.m.  
Japan, Honolulu, U.S.A., Canada, Central and South America, and Europe via San Francisco ... Pres. Taft ... Mon, July 15, 1.30 p.m.  
Parcels ... Mon, July 15, 1.30 p.m.  
Registration ... Mon, July 15, 1.30 p.m.  
Letters ... Mon, July 15, 1.30 p.m.  
(Due San Francisco 7th August.)

Shanghai and Europe via Siberia ... Pres. Taft ... Mon, July 15, 1.30 p.m.  
Registration ... Mon, July 15, 1.30 p.m.  
Letters ... Mon, July 15, 1.30 p.m.  
Chenonceaux ... Tues, July 16, 1.30 p.m.

Swatow, Amoy and Fochow ... Pres. Taft ... Mon, July 15, 1.30 p.m.  
Registration ... Mon, July 15, 1.30 p.m.  
Letters ... Mon, July 15, 1.30 p.m.  
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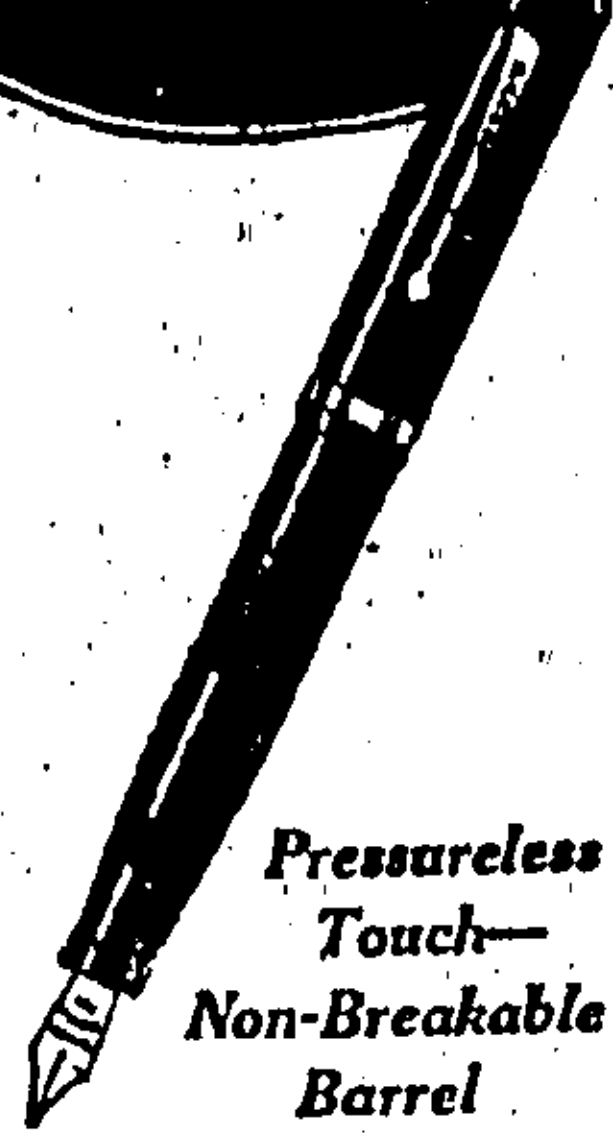
Manila ... Pres. Johnson ... Sat, July 13, 5 p.m.  
Japan ... Kaga Maru ... Fri, July 19, 9.30 a.m.  
\*Subscribed Correspondence only.

JAPANESE POLITICS.  
SHINTO CLUB DECIDES TO SUPPORT SEIYUKAI.  
Tokyo, July 5. The Shinto Club, twenty-six members of the Diet, of whom Mr. Tokonami is president, has decided to amalgamate with the Seiyukai, thereby ensuring the latter having 240 votes in the Diet against the Minseitō (Government Party's) 171.

This undoubtedly increases the necessity for the Government dissolving the Diet and resorting to a general election in the hope of strengthening its position in the Lower House; but it is generally believed that the Minseitō will wait until the Diet reassembles at the end of the year.—Reuter.



Stays in  
Perfect  
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Pressureless  
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Non-Breakable  
Barrel

28% lighter than rubber

"Sure-fire" every time you call on it to write—that's why the Parker Duofold—already—2 to 1 favor—among students—is constantly increasing its lead.

Mandarin Yellow with smart black tips is the latest effect that this style starter introduces. Duofold in Black-tipped Lacquer-red, Jade, Lapis Lazuli Blue, or Flashing Black and Gold—is the same pen in a different dress.

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PENINSULA HOTEL

EXPERT MASSEUR and all kinds of chronic ailments.  
Madame E. AKAI.  
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CENTRAL POSITION  
Competent Service  
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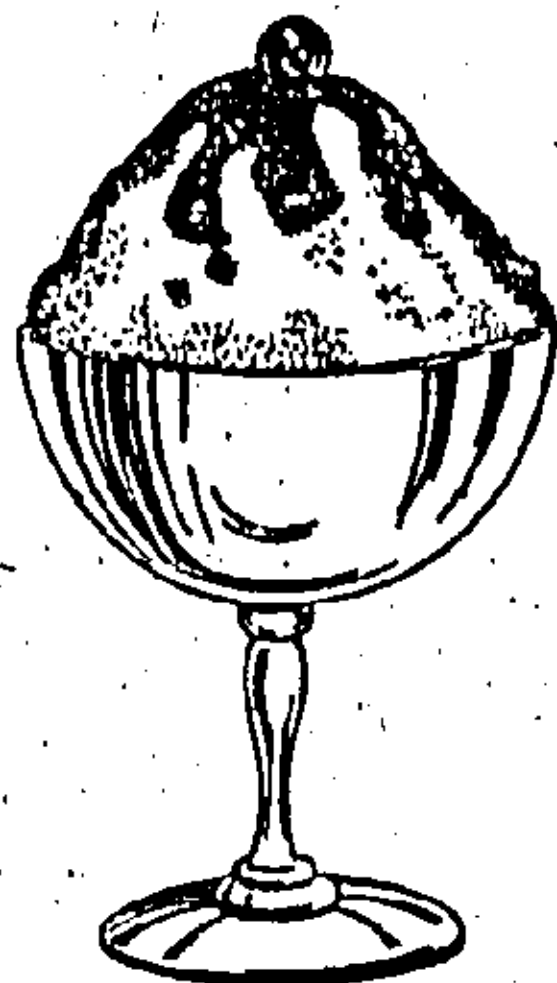
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67, Des Voeux Rd. C. Tel. C. 4821.

### The Avoidance Of "Summer Trouble."

Your susceptibility to "summer trouble" is increased by intestinal congestion. The key to the sustenance of good health during the hot season—as all the year round—lies in daily elimination of the waste materials which, if allowed to accumulate in the intestinal tract pollute the blood and poison the whole system.

In Pinkettes you find a mild yet thorough laxative and liver regulator which, taken when needed, goes far to avert "summer trouble" and to ensure your general fitness. Pinkettes are obtainable of chemists everywhere, 60 cents the vial.

**PINKETTES**  
THE GENTLE LITTLE LAXATIVE  
LIVER REGULATOR  
COOL THE BLOOD INCREASE THE  
APPETITE AND DIGESTION.  
**KEEP YOU WELL**



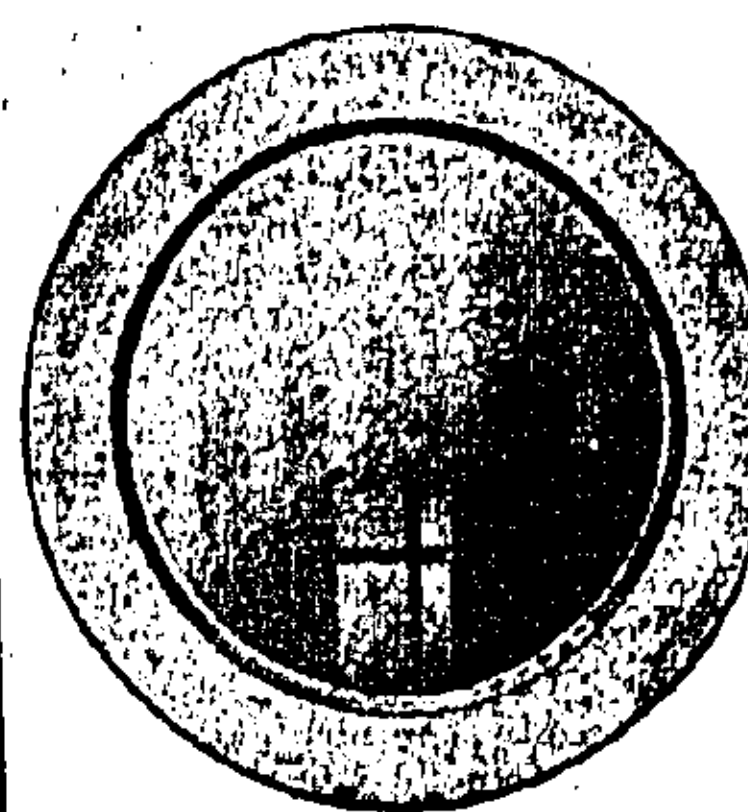
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RICH WITH PURE CREAM  
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## WOMAN'S WORLD FOR OUR LADY READERS.



"Accessories to match" is a rule to be kept by the woman who would be called well-dressed. Here are two ideas for the popular scarf set: scarf of printed crepe de chine, accompanied by a flat pochette, and a hat which is underlined and draped with the same fabric. The triangular kerchief in cheek crepe, edged with silk fringe, finds its complement in belt and hand-bag, while the Baku hat is in exactly the same tone as the fringe.

### Important Children.

HOW THEY SOOTHED FAMOUS MEN.

What an interesting and historic part little girls have played in the lives of some of our most famous men.

Little boys seem to have been completely cut out from the role of favourites. Perhaps because they could never be quite so comforting and attractive. Also because they have usually been packed off to school.

It is probable that before this year is out we shall be given a life story of Lord Rosebery. And if this rumour proves correct, the thirteen-year-old Ruth Primrose will surely figure prominently in the work.

Lord Rosebery found infinite happiness in the company of his granddaughter. She was a pretty, but tragic little figure. Her father had been killed in action in Palestine during the war, and her beautiful mother died following a hunting accident. But there developed a wonderful bond between Lord Rosebery and this lonely little maid, and she was with him on all holidays and on every other occasion that was possible.

Little Miss Primrose must have often made him feel youthful, for he celebrated each birthday with a glorious display of fireworks, entirely because they gave her so much delight.

Gladstone's Comforter.

Another granddaughter, Miss Dorothy Drew, charmed the bedside of Mr. Gladstone in his intervals of great anxieties. There was also at Hawarden a black Pomeranian called Petz, and when Mr. Gladstone made what proved to be his last journey to Cannes, the little girl and the dog moved over to Buckley Vicarage. The pretty story is told that Petz would be constantly running back to the old home and insisting that Dorothy Drew should accompany him. Finding the house lacking its beloved master, the dog pined and died, just after Mr. Gladstone had returned to die.

Miss Dorothy Drew was for a long while the most famous little girl in the kingdom. It is even said that the idyllic picture of the statesman playing with the child on his knees gave Sir Frank Lockwood the idea for a caricature which depicted the Grand Old Man dancing on his hip the burly Sir William Harcourt in a frock and sash. King Edward so much enjoyed the whim that he obtained possession of the picture.

Royal Importance.

There seems to be a tradition about these little girls of obscure importance. It is a pretty thought that the line of succession is never broken, but none has been of such importance as Princess Elizabeth. A charming incident of the recent holiday, when this little girl witnessed the changing of the guard and waved to an admiring crowd in the quadrangle at Windsor, was just another reminder that she has completely won the hearts of the King and Queen.

It is significant that, at the earliest moment after His Majesty had begun his recovery, little Princess Elizabeth was taken to him, and, when the King moved from Bognor to Windsor, it was his express wish that this little maid of great importance should be there also.

Another little girl of some importance was Mary Angela Dickens to whom her beloved grandfather was always "Venerables." She never thought of the famous novelist as a great man, but he appeared to her in one light which is unfamiliar to us. One day at Gads Hill, a saucepan of boiling water upset over her foot and Charles Dickens was the only doctor who could do it any good. It took a long time to get well, but grandpa gave such tender and effective treatment, that when at last Mary Angela had to go to her own home, she wept torrents of tears.

These little girls have helped to make history, and we shall never know quite how much we owe to them, through the joy they brought into the lives of the great men who loved him.—By HAROLD HASTLE.

### For the Housewife.

CURTAINS OF DISTINCTION.

Free treatment of embroidery in one means whereby curtains that are both different and distinctive are to be attained. The body of the curtains is of a heavy furnishing artificial silk velvet, and the embroidery is applied in an apparently nonchalant manner; but though the two curtains are not alike in design, the pair, of course, balance and form a well-thought-out whole. They are not overweighed with design which is doubtless part of their attractiveness. The motif of the decoration appears again upon the pelmet. These curtains can be produced in any colour combination.

Artificial silk taffeta is another material which lends itself very well to a somewhat similar treatment. But in this case, the ornamentation consists of a new process of applique and embroidery work, one large floral spray being applied to the centre of each curtain. The colours employed in the embroidery are then taken up and repeated in the strands of the silken fringe that edges the pelmet. Any colour scheme may be carried out by the firm which specialises in this type of window drapery.

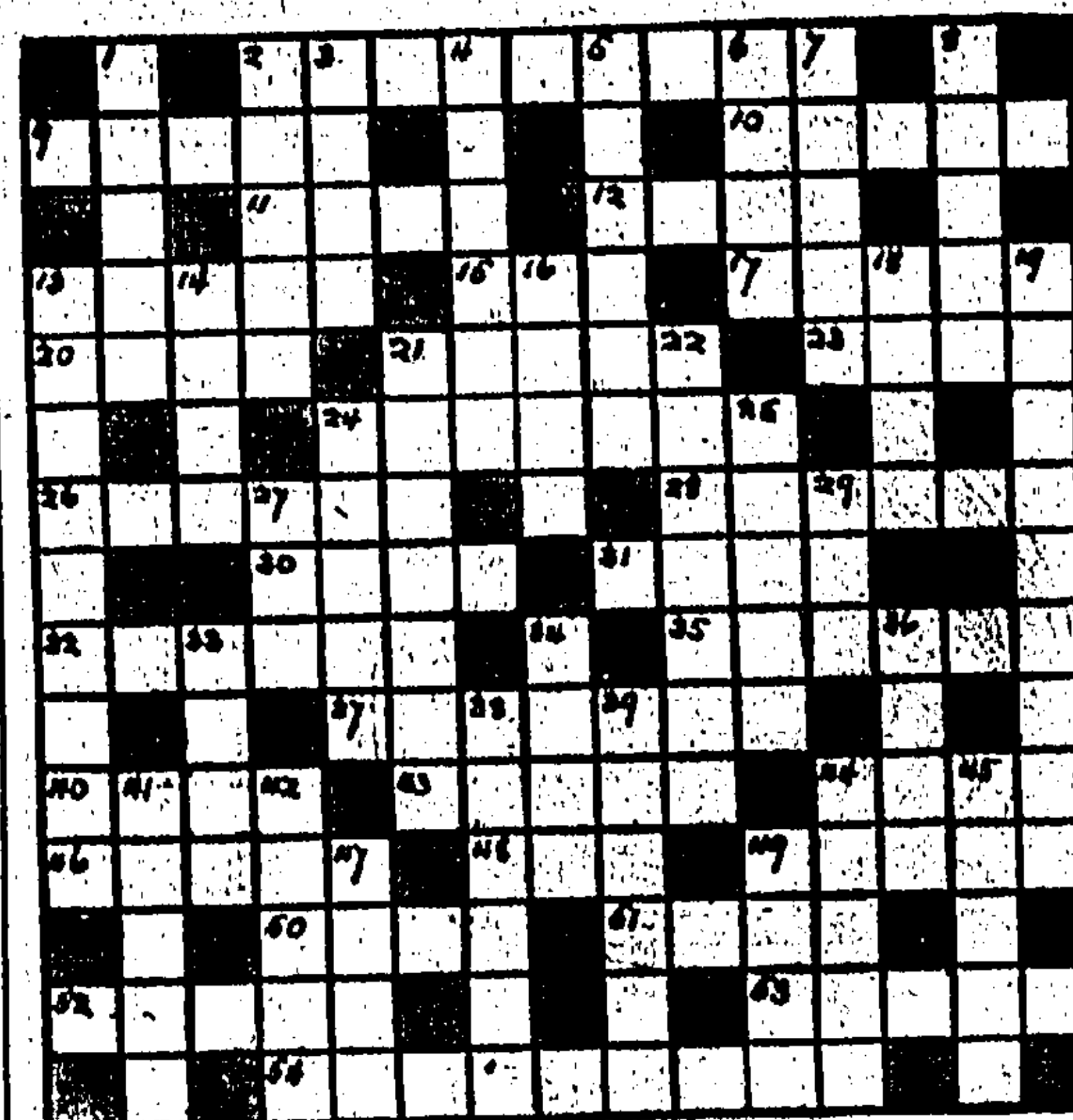
Where time and wear has faded carpets and upholstery, which yet have long years of usefulness before them, new curtains often fail to harmonise with their more mellowed surroundings. They either make the rest of the furnishings look shabby, or alternatively the soft tints of the older fabrics make the new stuff look garish by comparison. For such a room there is nothing quite so happy as a certain damask which simulates the appearance of a rich old Venetian velvet. It is made in such combinations as heliotrope ground with Havana, green with old red, nigger-brown with rose, and blue with Havana.

On the other hand you can buy a cretonne that is one of the latest designs of a celebrated artist of the modernist school, a medley of roses growing in gay coloured pots against a background of cubes and angles.



The little cottee has become such a favourite that it now accompanies the dainty nightgown. This is a pretty idea for trimming such an ensemble: edge gown and cottee with spot net in the same shade, and work delicate butterfly motifs in coloured silks on both.

### OUR NEW BRITISH CROSSWORDS.

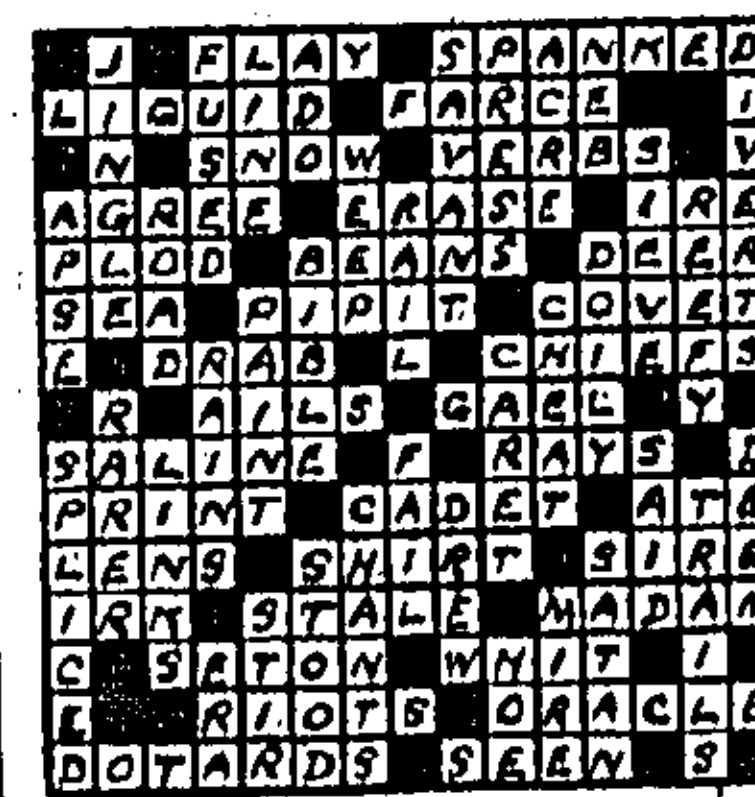


Across  
2 Makers.  
9 Small boat.  
10 Different.  
11 House from sleep.  
12 Ball of thread.  
13 Multiplied into itself twice.  
15 Tap.  
17 Entice.  
20 Give audience.  
21 Famous goddess.  
23 Cease to possess.  
24 Benediction.  
26 Fillet of silk.  
28 The one following.  
30 Leave unperformed.  
31 Distinction.  
32 Kind of sofa.  
35 Reprover.  
37 Sketched an outline.  
40 Gives sparingly.  
43 Sedate.  
44 Pelts.  
46 Systems of eating.  
48 Remaining fragment.  
49 Swift.  
50 Colour.  
51 Thren.  
52 Cuttle-fish.  
53 Avar.  
54 Saved.

Down  
1 Worth.  
2 Force.  
3 Peruse.  
4 Intensity.  
5 Prickly plant.  
6 Dispel.  
7 Metal.  
8 Cries.

18 Fostered.  
19 Board.  
20 Shrub from which indigo is made.  
21 The greatest number.  
22 One who rules by intimidation.  
23 Solers.  
24 Consolled.  
25 Deprived of bones.  
26 Nominated.  
27 Except.  
28 Number.  
29 Pronoun.  
34 At a distance.  
36 Swing round.  
38 Explates.  
39 Restrained laugh.  
41 Birds of falcon family.  
42 Deprive of.  
44 Great flow of water.  
45 Stretch out.  
47 Towering flight.  
49 Number.

Yesterday's Solution.



### THE NAVY'S CHOICE

**Coates**  
ORIGINAL

**PLYMOUTH GIN**

OBTAINABLE.

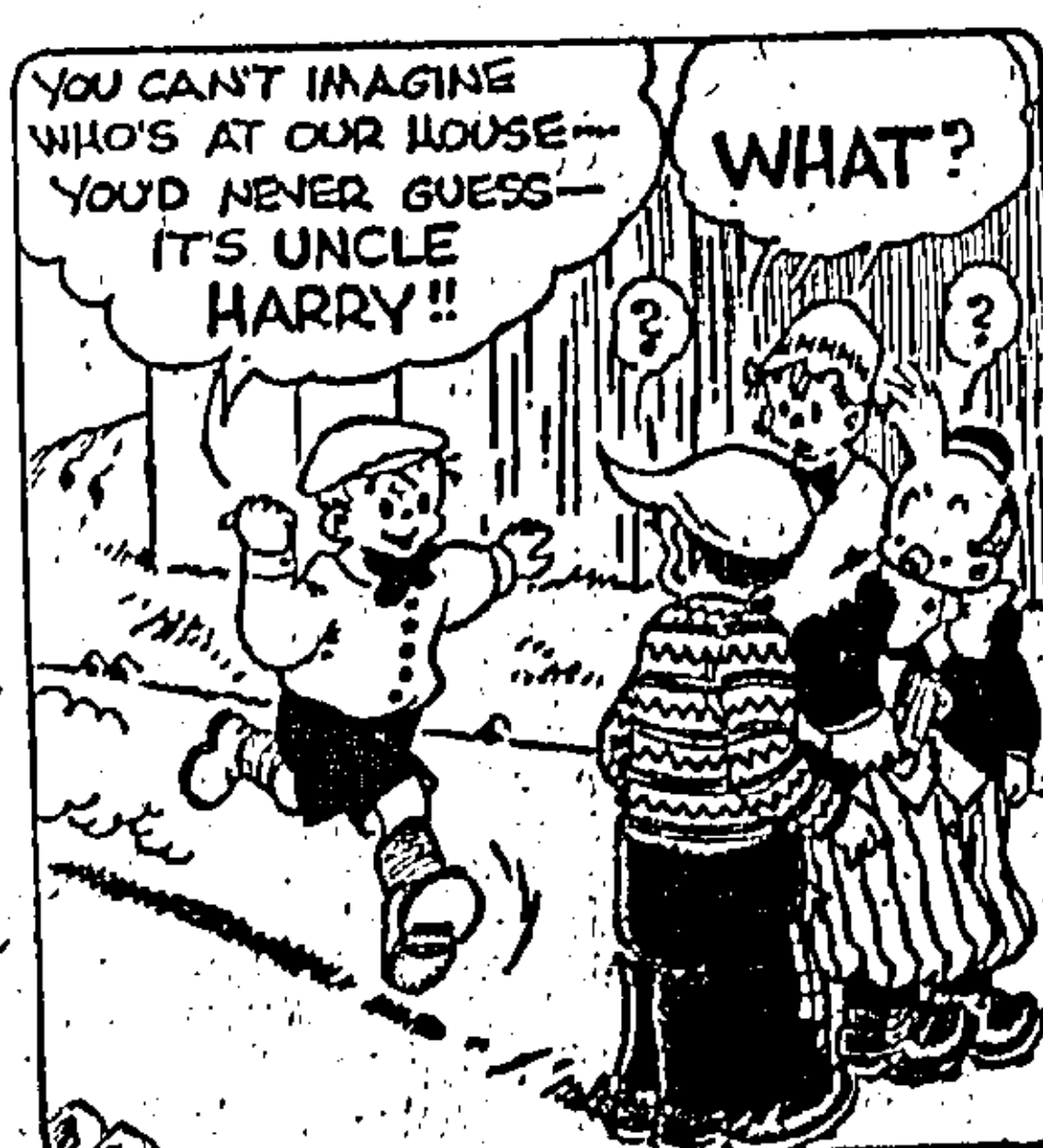
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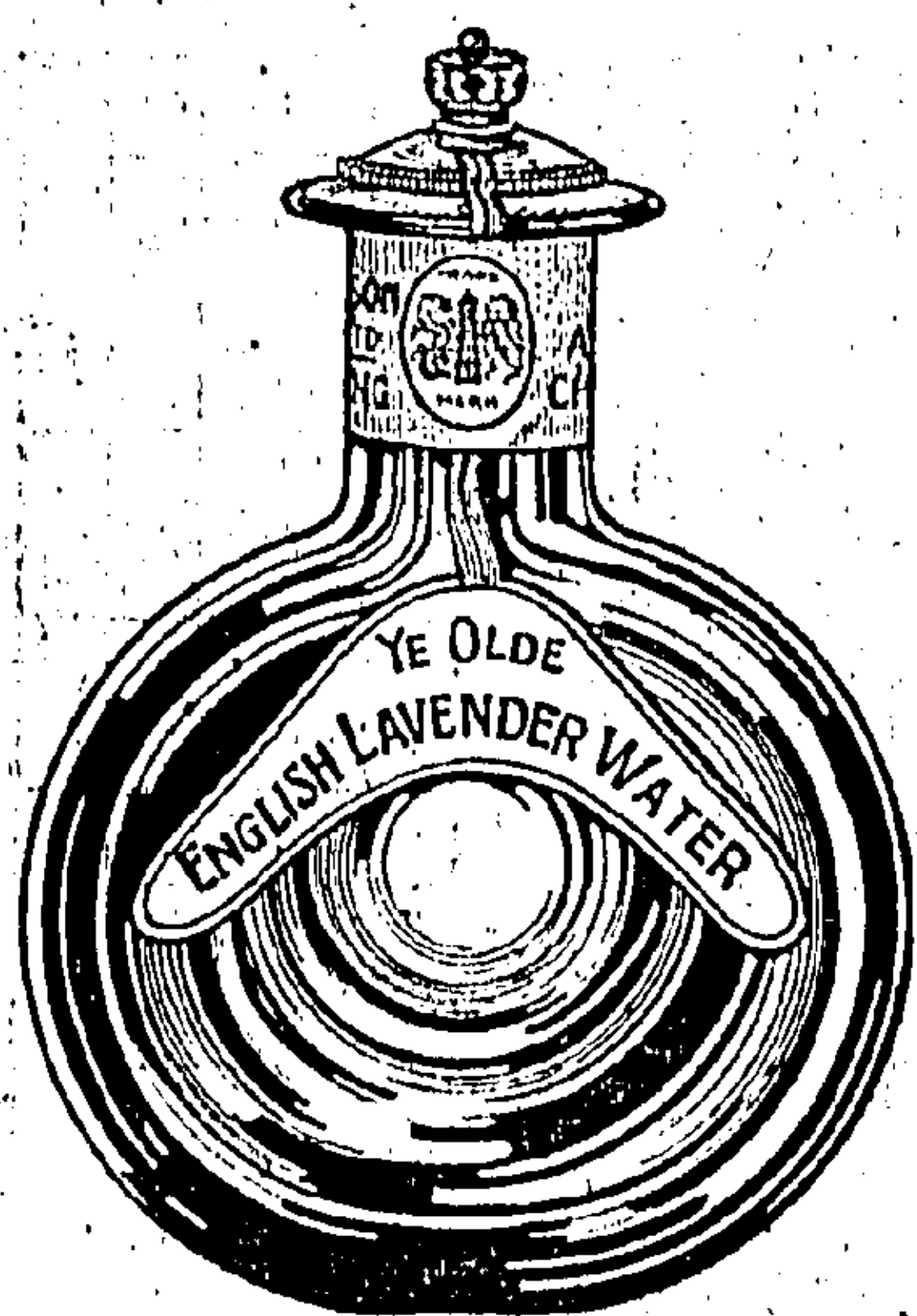
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The True  
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will not embarrass you.

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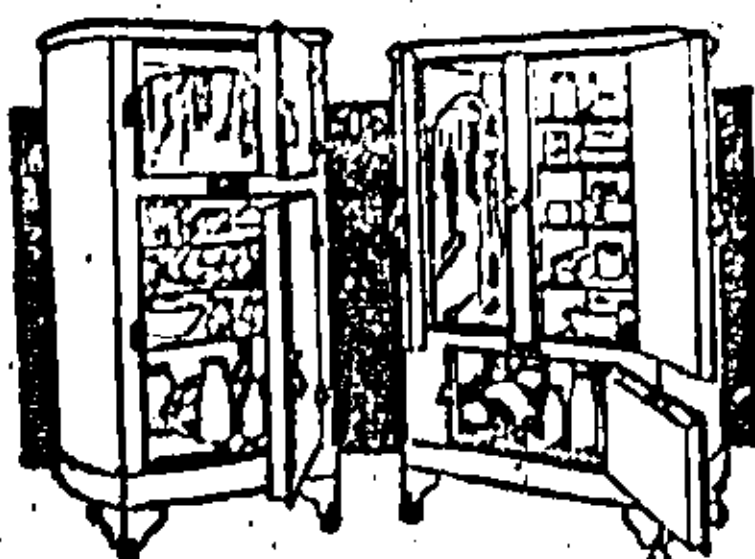
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SAVE ITS PRICE  
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PURE CORK INSULATED  
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SANITARY  
SNOW  
WHITE  
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METAL  
DOORS  
THAT DO  
NOT WARP

CRYSTAL PURE CORK WALLS WILL SAVE YOU  
HUNDREDS OF POUNDS OF ICE

Crystal has MORE CORK than any refrigerator in its  
class. It is PURE GENUINE cork and is PACKED  
VERY TIGHTLY into the walls (not loosely poured in).

Before YOU buy a refrigerator find out HOW MUCH  
CORK is in the walls, WHAT KIND OF CORK and  
HOW PACKED. This is vitally important!

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HARDWARE DEPT.

PHONE C. 4567.

## THE LARGE NUMBER OF WAYGOOD-OTIS LIFTS

INSTALLED  
IN LOCAL BUILDINGS  
IS PROOF OF THEIR  
SUPERLATIVE MERIT.

THE MAJORITY OF  
LIFTS YOU USE  
ARE  
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ERECTED & MAINTAINED  
BY  
DODWELL & CO., LTD.  
SOLE AGENTS FOR  
HONGKONG & SOUTH CHINA.

### DEATH.

MACKINTOSH.—In England, on  
July 4th, 1929, Ian, younger  
son of Mr. and Mrs. F. A.  
Mackintosh, of Hongkong;  
from diphtheria.

The  
Hongkong Telegraph.

SATURDAY JULY 6, 1929.

### THE WATER CRISIS.

The most important develop-  
ment of the week so far as the  
water crisis is concerned is the  
definite conclusion reached by the  
Government that the supply of  
water direct from the mains to  
houses on the lower level is not  
feasible. This means, unless the  
official attitude undergoes an-  
other change, that so long as the  
drought continues the tank-and-  
bucket system will remain in  
force. Already, the main grounds  
on which the Government has  
reached its decision have been  
outlined, but we are promised an  
official memorandum on the  
subject, which will doubtless  
throw more light on the matter.  
The public will await the appear-  
ance of that document with intense  
interest, no section of the com-  
munity more so than those who  
have to suffer the hardships and  
inconveniences of the existing  
method of supply.

In a matter of this kind, the  
layman cannot, of course, be  
expected to refute the arguments  
of the expert, but, all the same,  
there is a very widespread feeling  
that the idea of a supply to  
houses ought not to be abandoned  
until it has been made absolutely  
certain that the plan is not work-  
able. The Government cites both  
expense and increased consump-  
tion as factors against the pro-  
posal. When its detailed memo-  
randum is issued, it may be found  
that the figures used to back up  
the official argument are capable  
of variation. At any rate, if there  
are residents with technical know-  
ledge on the subject which might be  
useful in reinforcing the demand for  
house supplies, it is to be hoped  
that they will not hesitate to make  
their views public. At the  
moment, we cannot resist the im-  
pression that the Government is  
rather over-awed by the difficulties  
of the problem, and is inclined to  
stress these rather than to seek  
every possible means of conceding  
what is admittedly the only sane  
method of distribution. A point  
which naturally arises is whether,  
if pumping into Tylam is too cost-  
ly, some other means cannot be  
devised of getting water into the

mains. One suggestion along  
these lines made in a contemporary  
by a resident with expert know-  
ledge was the use of storage ships  
as pumping stations. He puts  
forward the idea that two or three  
old ships should be bought, the  
main engines removed, the engine-  
rooms converted into pumping  
rooms and the discharge pipes  
connected to the mains by special  
pipes with non-return valves. The  
cost, he asserts, would be low, and  
by the use of three such vessels  
we should imagine that quite suf-  
ficient water could be pumped  
daily into the mains to meet cur-  
rent demands. There may, of  
course, be objections to the  
scheme, but, on the face of it, some  
such idea seems practicable. The  
suggestion is at any rate well  
worth exploring.

Our anxiety is that every pos-  
sible effort should be made to solve  
the problem along the line of house  
supplies. The existing system is  
unsatisfactory almost to the point  
of being intolerable. The clutter-  
ing up of the Colony with tanks,  
involving heavy non-productive  
expenditure, and the daily  
scramble for supplies at the street  
fountains—these things do not  
strike us, as being at all a busi-  
ness-like method of handling the  
situation. Moreover, if the  
drought continues and we have to  
face a winter on rationed supplies,  
we venture to think that there will  
be a public outcry against the per-  
petuation of the tank-and-bucket  
system. One thing we do say—  
namely, that considerations of cost  
are of secondary account in a  
matter of such importance as the  
supply of life's necessity to the  
people.

### U.S.A. and War Debts.

The opinion of Dr. Grier Hil-  
ben, the President of Princeton  
University, that the United States  
should have been more generous  
in the settlement of the war debt  
with Britain, may cause discussion,  
but is unlikely to influence Wash-  
ington, whose officials periodically  
announce that no change of policy  
is contemplated. Dr. Hilben's  
statement may offer the consol-  
ation that the trend of weighty  
thought in the United States still  
favours revision, though we are  
at a loss to understand why the  
views he expressed should, ac-  
cording to Reuters, have  
created a sensation. Dr. Hilben  
has long been associated  
with famous Americans, includ-  
ing Dr. Nicholas Murray Butler,  
the President of Columbia Univer-  
sity, Mr. Baker, the former Secre-  
tary for War, Mr. Frederick Pan-  
body, a noted New York lawyer,  
Mr. T. P. Macaulay, of the Sun  
Life Assurance Company, and  
others in urging the reconsidera-  
tion and revision of debt settle-  
ments with America's former  
associates in the war. Two years  
ago, he issued a remarkable docu-  
ment, signed by 116 members of  
the Faculty of Princeton, pleading  
the cause of the Allies, condemning  
the settlements as unsound in  
principle and as fostering a deep  
sense of grievance against the  
United States. The great point of  
these American economists and  
political scientists is that America  
lent the money in order that  
America should play her part in  
helping to win the war and that  
"if the Allies had spared lives  
or America had stinted supplies,  
our war, as well as theirs, would  
have been lost." It is also claimed  
that the material interests involved  
are relatively small, that the  
honour of the country is being  
bartered for \$21,000,000. It is  
further urged that when voted by  
Congress, the loans were regarded  
as contributions to a common  
cause. We hasten to point out  
that these are not necessarily our  
views, but those of prominent  
Americans. It is, however, ob-  
vious that Britain, in being asked  
to pay 82 per cent. as against 50  
per cent. by France, 64 per cent.  
by Belgium and 26 per cent. by  
Italy, has been somewhat hardly  
treated in view of the fact that we  
borrowed, not for ourselves, but on  
behalf of our Allies, who were  
also the Allies of the United  
States. Since we have also de-  
clared our willingness to forego  
repayment from our Allies to the  
exact extent America offers us re-  
lief, one is inclined to wonder  
regarding the American professions  
of a desire for a prosperous  
Europe. The dictum that the debts  
must be paid, to the financial  
capacity of the borrowers, is to  
some extent iniquitous in the sense  
that it offers no prospect of real  
progress in the countries affected  
for a period of 50 years. America  
is slow to admit herself in the  
wrong; indeed, may in justice  
decline to admit it, but revision at  
some time seems as certain as any-  
thing in the field of international  
relations.

### DAY BY DAY.

MOST OF THE GREAT BUSINESS suc-  
cesses HAVE BEEN FOUNDED IN THE  
FIRST PLACE ON IMAGINATION.—  
Barry Pain.

His Excellency the Governor has  
declared Tsun Wan to be a port  
of the Colony.

To the register of chemists has  
been added the name of Mr. Wilfred  
Mills, of Messrs. A. S. Watson &  
Co., Ltd.

Mr. T. B. Rolland of the P.W.D.  
is the only Government passenger  
leaving for Home on the s.s.  
Kashgar to-day.

His Excellency the Governor has  
appointed Mr. T. M. Hazlerigg,  
M.C., to act as a Police Magistrate  
in addition to his other duties.

The name of Dr. Au King,  
Bachelor of Medicine and Bachelor  
of Surgery of the University of  
Hongkong, has been added to the  
list of medical practitioners.

For the quarter ended June  
30th, there were 78 samples  
analysed under the Sale of Food  
and Drugs Ordinance in Hong-  
kong. All were genuine excepting  
one of milk.

The death is announced of Mr.  
Frederick Robert Charles Surplice,  
of Worthing, late Commissioner of  
Chinese Customs. Mr. Surplice  
died in a nursing home on June 6,  
in his 63rd year.

The Banque Franco-Chinoise an-  
nounces that the Chinese Maritime  
Customs having effected the first  
payment for the year 1929 on the  
Boxer Indemnity, this coupon No.  
9 of the 5% Gold Loan 1925 will be  
redeemable from the 15th instant  
through their Agencies.

Among the passengers leaving  
for Home to-day on the P. and O.  
s.s. Kashgar are Mr. W. Green,  
Foreman Superintendent of the  
Electrical Engineer's Department,  
of the Naval Dockyard, Mr. P. G.  
Hall of the R.F.A. Belkol and Mr.  
Stribley, Commissioned Engineer  
of H.M.S. Bruce. At a happy  
little ceremony at the Dockyard  
Recreation Club, Mr. Green was the  
recipient of a handsome blackwood  
and silver tray and stand. This  
was handed to him by Mr. E. E.  
Hendham, the Superintendent  
Electrician, Engineer, who wished  
the departing member all success  
in his new appointment at Port-  
smouth. Mr. F. W. Brown, Senior  
Supervisor of the Dockyard, pre-  
sided over the gathering.

The health bulletin of Eastern  
ports for the week ended Saturday  
last, issued by the Director of  
Medical and Sanitary Services,  
contains the following cases, the  
figures in parentheses indicating  
deaths:—Plague, Alexandria 1,  
Batavia 2, Baseline 3, Rangoon  
(3), Colombo 1 (1), Pnom Penh 2  
(1); Cholera, Calcutta (51), Ran-  
goon (1), Tuticorin 4 (8), Bang-  
kok 6 (2), Pnom Penh 5 (2), Sai-  
gon 17 (8), Swatow (4); Small-  
pox, Berbera 1, Aden 55 (6),  
Kamaran Quarantine Station 1,  
Bombay 31 (23), Calcutta 8 (6),  
Karachi 4 (4), Madras 22 (4),  
Moulmein 3 (3), Negapatam 3,  
Vizagapatam 2 (1), Munnar 6 (6),  
Belawan Deli 1, Pontianak 1,  
Samarinda 3 (1), Pnom Penh 2,  
Saigon (1), Swatow (9); Cerebro-  
spinal Meningitis, Shanghai (6).

BRIDGE  
MADE EASY  
by  
W.W. Wentworth

(Abbreviations: A—ace; K—  
king; Q—queen; J—jack; X—  
any card lower than 10.)

### Declarer's Strategy—1.

As the dummy is exposed and  
the declarer plans to convert  
losing tricks into winning tricks,  
he prepares to utilize the working  
tools—finessing, queezing, ruf-  
fing, shuffling (discarding low  
cards of another suit upon win-  
ning cards) and throwing the  
lead. At times, when finessing, it  
is advisable to employ the "feint"  
finesse, an illustration thereof  
being as follows:

Dummy—diamonds A J 10 7.  
East—  
Declarer—diamonds K 9 6 5.  
West—

You will note that the finesse  
may be taken either way. If there  
has been no indication of the loca-  
tion of the Queen of diamonds, the  
Jack of diamonds should be led  
from the dummy to coax east to  
cover with the Queen of dia-  
monds. Regardless of whether  
east does so or not, declarer should  
play the King of diamonds. On  
the next round he should lead the  
9 of diamonds from his own hand  
and finesse unless it is covered  
with the Queen of diamonds by  
west.

## A JAVA VIGNETTE.

Sunshine and Song in Bali.

Don Pagan, Isle of Bali.  
Here beneath this far-spread-  
ing banyan on such a golden  
morning as only Bali knows, we  
have them both, sunshine and  
song, in measure almost beyond  
conception. It is no long time  
since the first white man looked  
upon this spectacle which has now  
been provided for us, a few far-  
come Europeans gathered in this  
fairly idle of the eastern sea.

Never was there anywhere such  
a banyan as this. It covers more  
than an acre, and on one side its  
great fronds droop to within a few  
feet of the ground, forming a  
great arbor, a natural stage set-  
ting. And in its deeper shade  
are grouped the musicians of Bali  
with their instruments, an  
Oriental orchestra of sweet-toned  
bells and gongs, xylophone-like  
producers of deep-noted singing  
chords, flutes and strings, and  
sharpskin drums which give forth  
a low rumbling sound recalling  
the primitive jungle days.

At the right are the walls of the  
temple enclosure, strangely adorned  
with native sculpture not lack-  
ing a definite artistry which mani-  
fests itself now and then in start-  
ling ways. The religious and the  
secular are blended. Some of the  
sculptors of Bali have seen the  
more antique of the motion pic-  
tures at Baloeing, and the result  
is that on the one hand we find the  
figures of the ancient divinities  
of the Hindus and on the other a  
scene from a venerable movie, a  
western "hold-up," by a fantastic  
Hindu-European with an astonish-  
ing weapon. Thus the Balinese,  
his urge to expression scarce  
satisfied by a continued portrayal  
of vague divinities, turns to  
modernism.

But that is only a detail of the  
picture, not at all an uncommon  
one in this enchanted isle whose  
originality and untouched charm  
are already dimmed at the avid  
advance of a world which is just  
discovering them. And of that  
originality what we are about to  
see is the climax. Its setting is  
the environment of a golden  
dream. "Golden" is the only word,  
because gold is everywhere. It  
filters through the tropical  
verdure in splashes and in tiny,  
searching fingers. It lies in broad  
pools where the shade of the  
banyan tree no longer rebuffs the  
swiftly ascending sun. It gives  
forth its flashing reflections from  
the gorgeous and precious head-  
dress of the gayly bedecked temple  
dancers. It seems even to shine  
from their glowing eyes as they  
joyously prepare to re-enact the  
ceremonies of 300 years for a  
quintette of half-incredulous Euro-  
peans. Their rings and anklets  
and bracelets, sacred to this  
climatic occasion, are yet less  
golden than the morning sun. But  
the high, sweet notes which come  
now from their youthful lips rival  
songs of the tropical birds!

Sunshine and song—and Bali!  
And here on the south coast where  
a generation ago there was a  
Balinese kingdom owing allegiance  
to no foreign potentate, is Bali at  
its best. Though its sturdy, alert  
folk are now the subjects of a far-  
away queen, yet their songs are  
still happy, their dances still gay  
with the olden zest, and the rich  
exotic lure of their life and land  
is still unaltered, and the gold of  
their sunshine can never be  
tarnished!

Two maids with golden head-  
dress, raiment of silk and brocade,  
ornaments of jewels and precious  
metal, invested with all the  
dignity of those about to engage in  
an affair of high import, come  
forth from the temple gateway  
and stand together, before us, my  
fellow wanderer and I, that we  
may bring into action the  
ubiquitous camera. For this  
scene, this setting beneath the  
broad-spreading banyan, with the  
Balinese orchestra of twosome  
pieces at the back, the great circle  
of native villagers, the strangely  
adorned temple and the palm-  
arborescent roadway winding on to  
ward the jungle-clad hills, all  
this we must of a certainty per-  
petuate in accurate record, even  
though from our memories it may  
never fade.

We photograph from many  
angles while the villagers wait  
patiently, and the wondering,  
half-afraid children creep closer  
and closer. The twin dancers  
"pose" with the courtesy of a  
friendly folk, though already the  
weight of their ceremonial adorn-  
ment is bringing little beads of  
moisture to their childish brows.  
Presently the dance, the "Legong"  
ritual of three centuries of Hindu  
worship, begins. It continues for  
nearly an hour, a series of grace-  
ful posturings, intricate steps and  
symbolic gestures. There is  
nothing about it of the fervour, the  
religious ecstasy, the extreme  
symbolism of the Indian ritualistic  
dance. It is simply delicate,  
exquisite in grace, even childlike.

And at its conclusion the two fair  
little Balinese maids, apparently  
unwearied, smile happily at our  
vigorous applause and regard us  
with the confident assurance of  
having well and competently per-  
formed their allotted task.

There comes now a group of  
older girls, a score or more, all in  
gorgeous festival adornment,  
their natural beauty enhanced by  
as skillful artificial aid as was  
ever utilized by a reigning queen of  
the stage. As their immense  
golden headdresses glisten in the  
sunlight and the jewels of their  
adornment flash, they present a  
picture ever memorable. "Think of  
them on the London stage!"  
whispers one of the Europeans.  
"I don't want to," replies my  
friend, "never want to see or to  
think of them as apart from this  
perfect setting!"

More of modernity characterizes  
this dance and the songs accom-  
panying it. Even now and then  
there is a fleeting suggestion of  
the influence of the few movies  
which have thus far appeared at  
the port of Baloeing. The  
Balinese are quick to grasp a new  
idea, keen to express themselves in  
terms of a larger life. But the  
native rhythm, the exotic, vaguely  
seductive undertone, the faint  
suggestion of the primitive long  
ago, each is there as in an ancient  
song of Tahiti or the Hebrides.  
The singers sway from side to  
side in a curious, unfamiliar  
movement as they sit with folded  
limbs upon the ground and chant  
softly to the music of bells and  
flutes.

There is no other sound.  
Tenscore villagers, young women  
and old men and little children,  
watch in perfect silence. They  
have seen it often before, but its  
strange charm seems to grip them  
even more than it does the  
strangers. For there is an in-  
herent artistry about these folk  
of Bali, a capacity for appreciation  
and an understanding which lifts  
them as far above the other people  
of the Malay Archipelago as the  
beauty of their enchanted isle  
sets it above and beyond most of  
the other fair places of the world.

Noon is at hand ere the dancing  
is done, and the mounting sun  
has left little shade under the  
great banyan. We return to the  
village rest house for luncheon.  
And in the afternoon, through the  
adroit manoeuvrings of our now  
thoroughly sympathetic interpre-  
tor, we visit these dancers of Bali  
in their own homes, taking with us  
manifold gifts from the Chinese  
store, highly scented waters from  
France, even more highly coloured  
sweets from Sourabaya, mechanical  
toys from Germany and artificial  
silk handkerchiefs from Rotter-  
dam. As a special gift I am moved  
to purchase a few bottles of a liquid  
typically specified "limonade."  
Upon its presentation to the master  
of the house I am told by our in-  
terpreter that since it is such an  
unusual tribute, it will be made an  
offering at the household shrine!

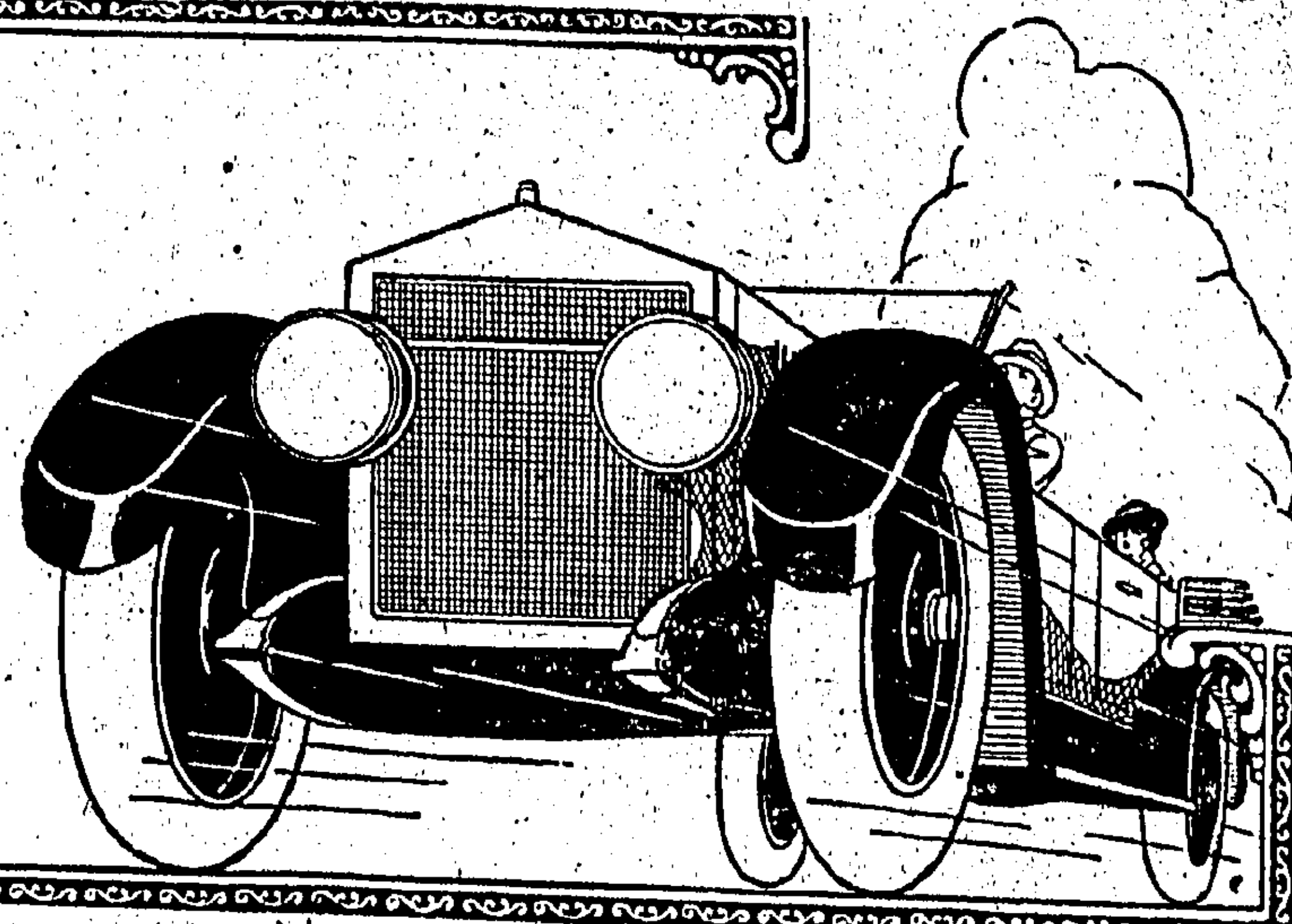
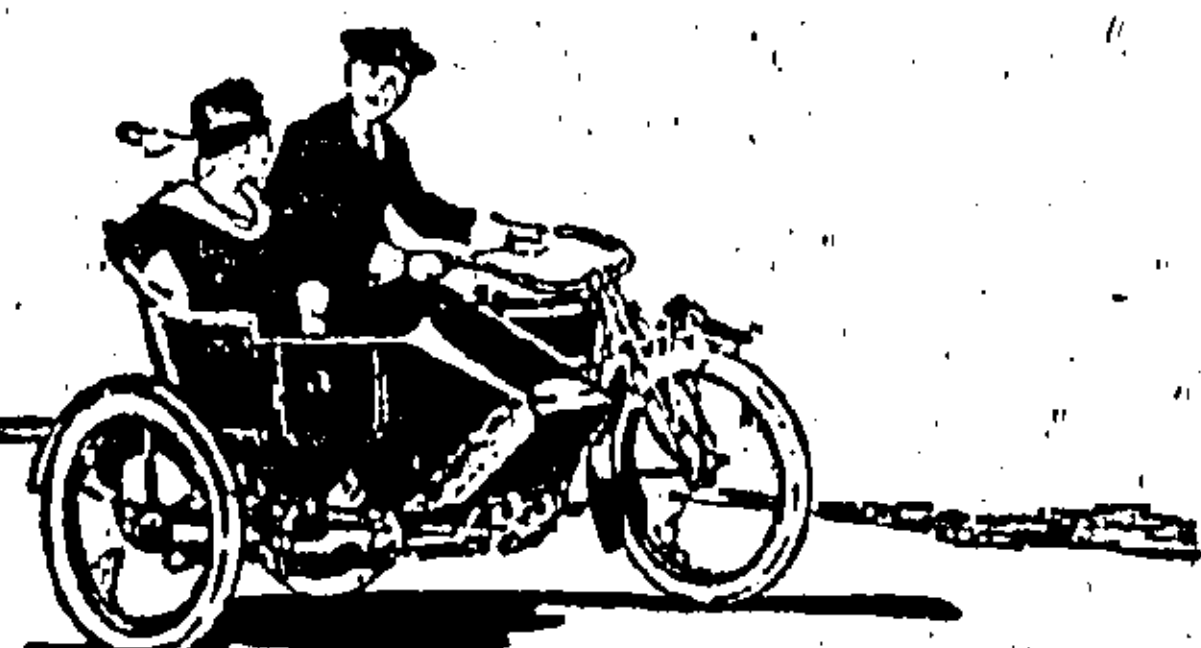
The girls are now occupied with  
the more prosaic duties of their  
household. They are weaving  
bright-coloured cloth, pounding  
what in an old-fashioned mortar,  
making straw hats and attending  
to the very numerous younger  
members of the various families.  
Unfeigned delight at our visit is  
general. We have, it seems, quite  
won their confidence, and that is  
an unusual thing, for these girls  
of Bali are extremely shy and al-  
together unaccustomed to contact  
with Europeans. Through our re-  
markable "guide" we have a  
sprightly chat, weaving vivid tales  
of the wondrous lands where we  
have come and our even more  
wondrous doings therein, telling of  
the brilliance of Broadway, the  
gayety of Piccadilly and the glories  
of Paris. Our audience grows ever  
larger as news of the presence of  
these strange guests spreads  
abroad. Old men listen avidly to  
our interpreter's efforts. Little  
children, growing confident, sit at  
our feet. Mothers with clinging  
babes regard us wonderingly. The  
pretty Balinese dancers even offer  
to give another performance for our  
special delectation.

Ah, this is far from Europe, this  
isle of sunshine and song! And  
from day to day, as we visit one  
village after another, ever repeat-  
ing our experiences at Don Pagan—  
except the dance which is of that  
village alone—we make other con-  
tacts and enjoy other experiences  
almost as entrancing. And we  
find, as we expected, that the life  
of Bali, with its wondrous back-  
ground of art, music, strange cere-  
monial, and unfailing friendliness  
to the stranger, is the great part  
of the appeal of the isle, glorious  
as is the natural charm. Physical  
beauty, though, is found in many  
places. But the combination, this  
colourful life in a setting of tropical  
enchantment, is not found else-  
where. There is only one Bali,  
even as there is only one Tahiti.  
These are the fairest of all the fair.  
—M. T. G. in the Christian Science  
Monitor.



# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH  
SATURDAY, 6th JULY, 1929.  
Being the Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## ACCESSORIES

A big display of "Daidie" and "Lucas" storage batteries suitable for all motor cars and vans. Also accessories of all kinds for motorcycles and cycles such as:

Electric horns. Hand jacks  
Bumpers. Foot pumps  
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## CURRENT COMMENT

### A Complaint.

An announcement appeared in the local Press on July 1st stating that licences were due for renewal on that day. A local business man, taking advantage of the fact that the day was a holiday, called at the Traffic Office in order to comply with the notice. Imagine his surprise after the trouble of ascending to the inconveniently located office, to discover that it was closed for the day, for that was all the information he could gather. It is probable that many other motorists were caused the same annoyance. Surely it might have been mentioned in the notification concerned that renewals could not be made until July 2nd on account of the public holiday.

### Central Office Needed.

The Traffic Office is certainly most inconveniently situated, and it is about time that it be removed to a more central position, preferably near the Fire Station Building. Until such a move is made, it will be practically impossible to keep an effective check on overloading of various vehicles, for the simple reason that many of the heavy loads seen damaging our roads, could never make the ascent to the Police Station Compound where the only weighbridge is installed. For this reason alone, the matter should receive early attention.

### Six-Wheelers.

Great strides have been made in the development of six-wheeler commercial vehicles, so much so, that in many countries these extraordinarily efficient machines have been the means of opening up districts which have previously been practically isolated on account of the roughness of the intervening country. Lord Montagu of Beaulieu, one of England's most famous motoring authorities used a Thornycroft six-wheeler for his pioneer trip on his trans-desert journey from Beirut to Baghdad, at the conclusion of which, he stated that the behaviour of the vehicle surpassed his expectations. It is easy to visualise the great benefit which China will derive by the adoption of similar transportation methods, for the linking up of the interior with the large trading centres, for not only is the new form of motor transportation remarkably effective, but most economical to inaugurate when compared with the laying down of railways. It is largely in this aspect of cost that motor communication has so much to commend it, especially to a country like China which is not over blessed with financial resources for development purposes.

### Outboard Motoring.

Considerable interest appears to have been aroused in Hongkong in outboard motoring, and it is probable that the new sport will find many followers locally. When publishing a picture last week showing two Portuguese Naval Officials enjoying a speed contest, we expressed the opinion that interesting races might be held between Hongkong and the neighbouring Portuguese Colony. We since learn that one of the Officials in question has already made the trip, and that other crossings are anticipated. Excellent and thrilling sport is provided by undertaking such a journey, and it only needs a little more enthusiasm and organisation to make a race between the two Colonies an annual fixture. With more owners, such events should be instituted, and it only needs an enthusiastic sportsman to donate a suitable trophy in order to foster interest. As we have previously pointed out, the outlay involved in purchasing one of these fascinating little craft is most moderate, and we can advise all those who desire the fullest information to address their enquiries to Messrs. Alex. Ross & Co., Ltd., who already hold stocks of various types of the famous little "Johnson" engines.

### Bad Stopping Place.

The bus stopping place near the Wanchai Market, Queen's Road East, is most inconveniently situated, so much so, that a distinct danger is caused thereby. The road is quite narrow at this particular place, but widens out considerably on the approach to Morrison Gap Road. Every bus which stops cause an unnecessary obstruction to all following vehicles, the possibility to see what traffic may be approaching in the opposite direction. We know that many complaints have been made, but for some reason difficult to fathom, no effort is made to remedy the trouble. It only needs the removal of the stopping sign some ten yards or so, to make all the difference, and to bring about a less dangerous state of affairs. The fact that the present annoyance has been allowed to continue so long does not reflect credit on those responsible.

### Spot Lights.

When travelling with lights dimmed, is a motorist justified in switching on his spot light if another vehicle approaches without dimming? This is a question we have had put to us this week. Should the approaching headlights occasion temporary dazzling, we would most certainly say that the driver of the other vehicle would have no option but to switch on his headlights, or even a spot light, in order to assure himself of his road. The other driver should have no cause to complain, if his own lights were the cause of the other suddenly switching on.

### Have You Heard This?

No sooner is the Austin Seven shown in America than a new funny story is produced.

This great little car, it may be remembered, was shown for the first time at the recent New York Show, and on the opening day a visitor was seen to be examining it with keen interest. A salesman, therefore, approached this man with the question: "Are you thinking of buying one?" "Two," snapped the other, "one for each foot."

## AERO ENGINES.

Requirements of the  
Air Ministry.

### ENDURANCE TESTS.

The various processes through which British aero engines pass before they are finally accepted as airworthy and suitable for use in aircraft were referred to by Wing-Commander G. B. Hynes, Chief Inspector of Engines under the Directorate of Aeronautical Inspection, at a lecture at the Royal Aeronautical Society.

Discussing the problems of ascertaining engine performance not on the test bed but actually in the aircraft, the lecturer alluded first to the initial development running when the designer had the opportunity to alter parts, compression ratios, induction systems, and many other details. Then having emerged from that stage, the power unit approached the first stabilized form of performance. That was the 100-hour type test of the Air Ministry, and not until it had passed that did the engine become airworthy in official eyes. Mechanical reliability was proved by endurance tests of 100 hours for Service and 50 hours for civil engines, followed by an examination of the parts after the engine had been taken down.

### Petrol Flowmeter.

There was, however, a wide gulf between ascertaining performance on the ground and in the air, where mechanical aids to observation were almost entirely absent, and the making and recording of observations were very much more difficult. The development of a reliable petrol flowmeter was valuable as for a long time there had been reason to suspect that a considerable divergence might exist between fuel consumptions obtained under the ideal conditions of the test bed and those actually realized under practical conditions in the air. Those differences might rise from failure of the human element to get the best possible results out of the gear as it existed, and the inherent question of natural laws and design limitations. They now had reliable data which showed that from the shortcomings of the human element engines of the same type operating under closely similar conditions might reveal the most startling variations in fuel consumptions. These were due to failure to use efficiently the altitude control of the carburettor, but what was wanted were carburettors which automatically compensated or required no compensation at all for altitude.

## BOON TO THIEVES.

Motorists' Carelessness  
in U.S.A.

### ROBBERS' PARADISE.

Half of America is a paradise for automobile thieves, to paraphrase a famous saying, while the other half doesn't care. Between the two we might just as well concede that all of America is easy prey to the thief.

That this is so may be realized from the great number of automobile thefts throughout the country and the comparative inability of the police to cope with them. Anti-theft devices seem to be of little avail, for motorists generally do not take the pains to make use of them. They leave their cars unlocked and trust to Providence to find them when they return.

This carelessness on the part of motorists is one of the great factors in the increase of car thefts in the United States. At least half of the motor cars of the country would never be stolen were they locked on being parked. It is discovered that this proportion is usually taken away by youthful joy riders, who later abandon the cars after their short sprees.

### Anti-Theft Devices.

The remainder, however, are the victims of practised thieves who find ways to thwart the anti-theft devices and steal even the locked vehicles. These, we learn, find their haven in the 25 States of the Union which have no certificate of title laws, and which therefore make it easy for the car thief to dispose of his loot.

Add to this the fact that many of the U.S. courts are rather lenient with the car thief, and we find a combination that seems to be altogether in favour of the lawbreaker and against the automobile owner.

The American Automobile Association and its affiliated clubs throughout the country are conducting a concerted campaign for the nation-wide adoption of certificate of title laws, for stricter judgment of car thieves and for the education of the car owners themselves on the importance of leaving their automobiles locked.

Little effort is required to turn a key that would reduce the car theft rate in the country by one-half. This should become a habit in the art of the motorists. Not only would it save them from much inconvenience, it would also keep many irresponsible joy riders from becoming a menace to motoring on the highways.

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THE NEW

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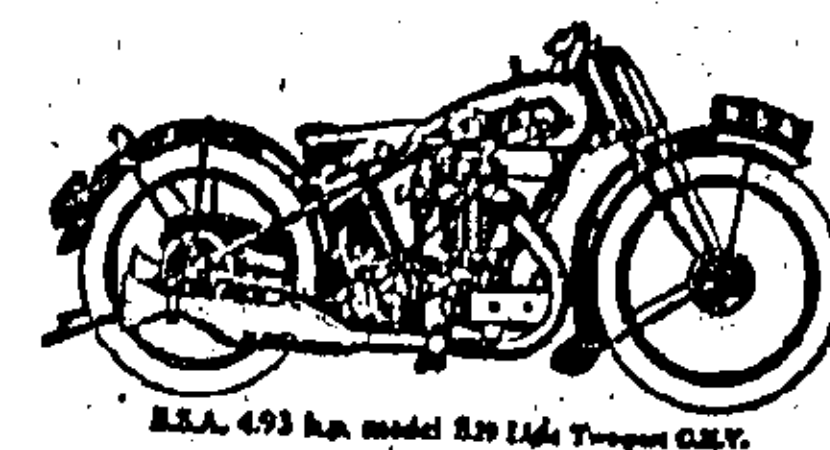
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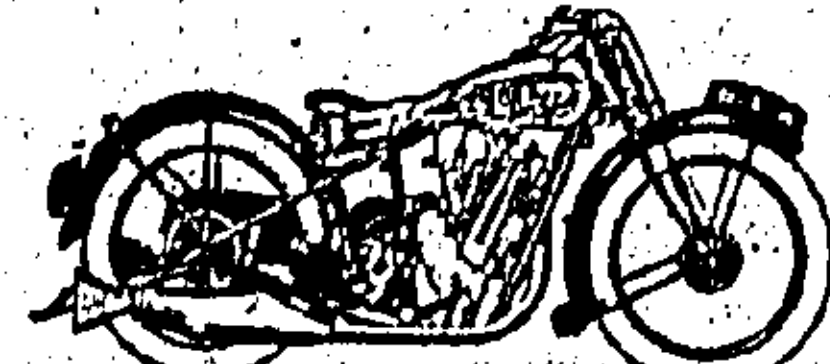
Buy At Less  
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"Sale" Is  
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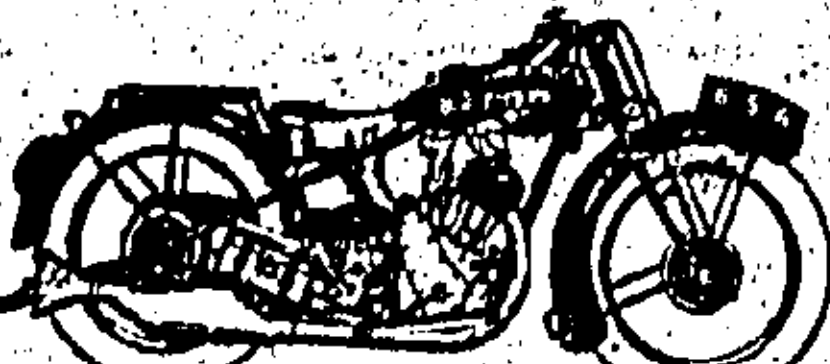
B.S.A. 475 cc. Model 529 Light Transport O.H.V.



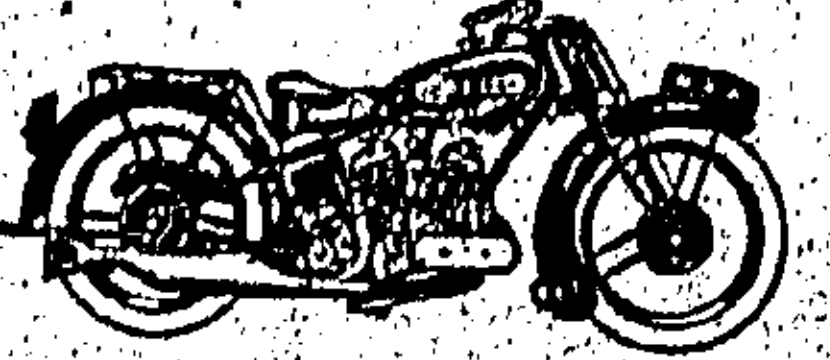
B.S.A. 493 cc. Model 529 Two Port O.H.V.



B.S.A. 540 cc. Model 529 Two Port O.H.V.



B.S.A. 557 cc. Model 529 de Luxe

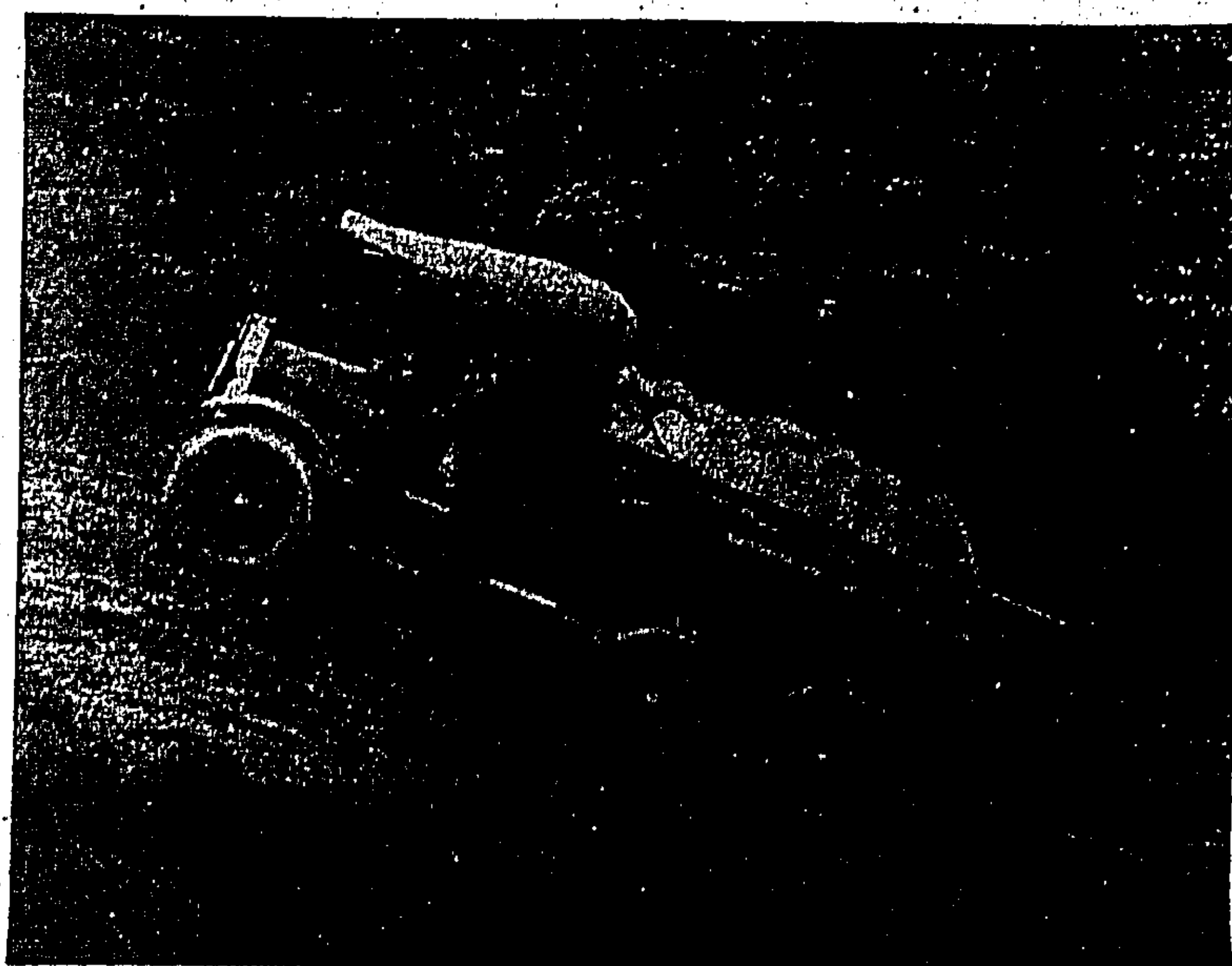


B.S.A. 770 cc. Model 529

# SINCERE'S

SOLE AGENTS

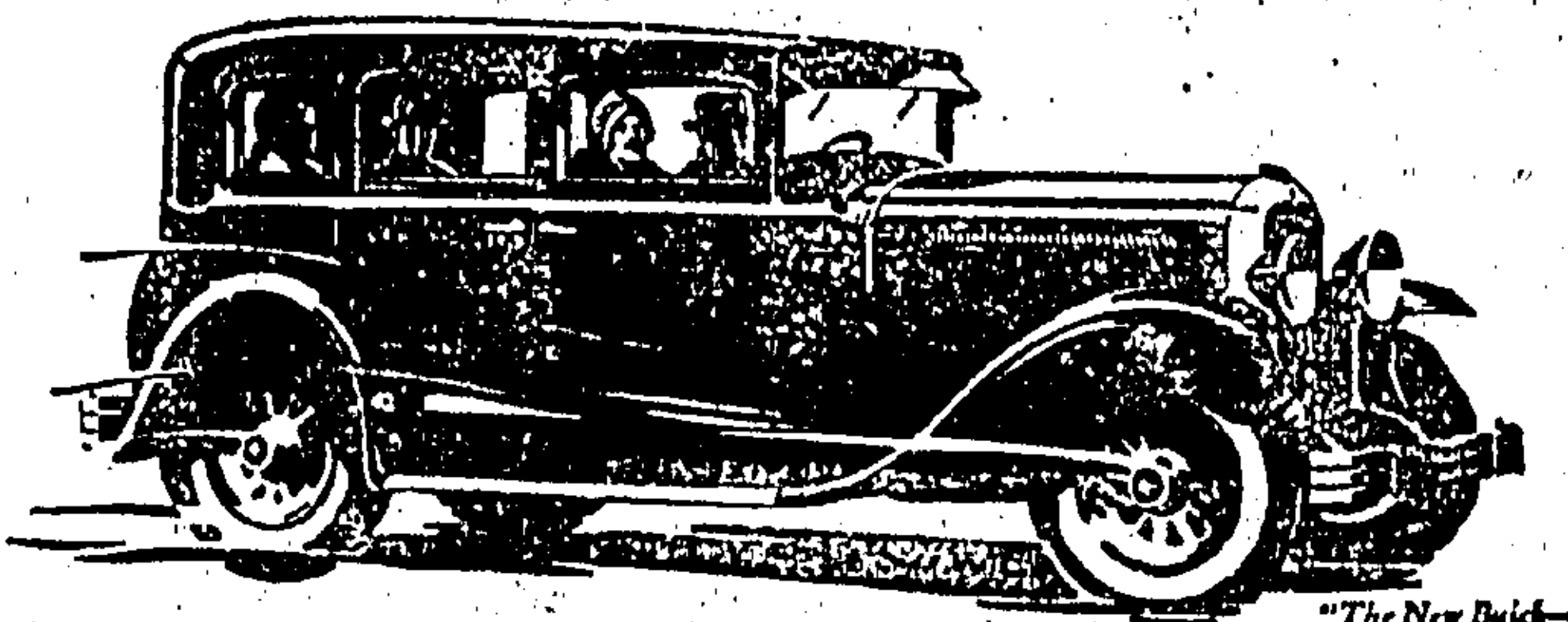
## A SIX WHEELER ON A STIFF CLIMB.



During the last few years, Messrs. Thornycroft and Co., Ltd., have made notable progress in the development of six-wheeled vehicles. Some remarkable journeys have been made in various parts of the world over country hitherto believed to be too rough for motor traction. This type of vehicle should prove invaluable in opening up the vast interior of China.



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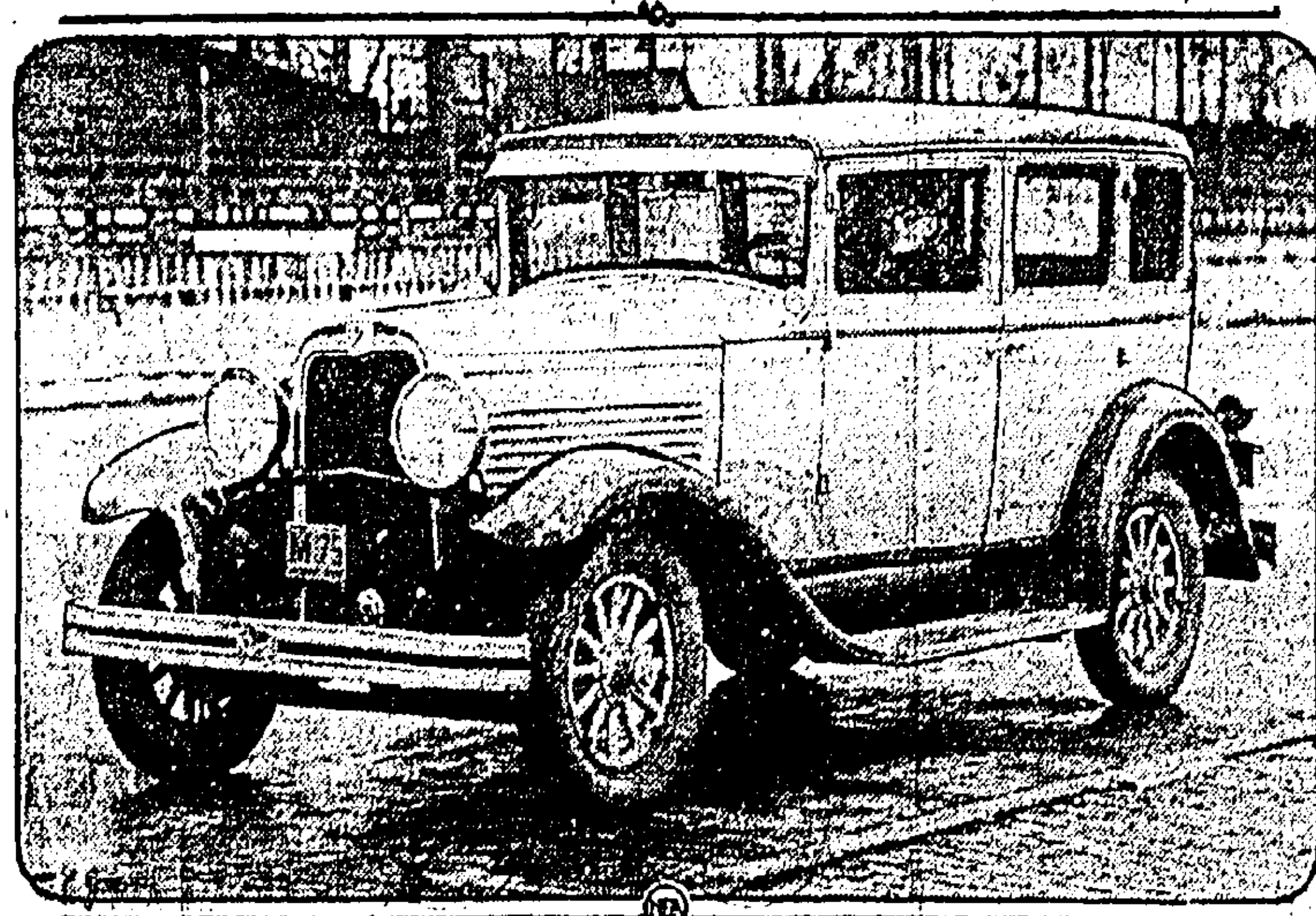
WHEN BETTER AUTOMOBILES ARE BUILT IN BUICK WILL BUILD THEM.

## MOTOR ENDURANCE RECORD

The following cable was received by us:—

"ABSOLUTELY STANDARD ROOSEVELT TO-DAY BREAKS ALL AVIATION AUTOMOBILE NON-STOP ENDURANCE RECORDS, HAVING RUN TWO HUNDRED FORTY EIGHT HOURS CONTINUOUSLY, REFUELLING REOILING WHILE MOVING. TEST UNDER AMERICAN AUTOMOBILE ASSOCIATION SUPERVISION.

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& Co.**

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## LATEST AUTOMOBILE CENSUS.

31,929,952 Cars in the World, and Three-  
Quarters of Them in United States.

PAST YEAR'S 8 PER CENT. INCREASE.

The ploughman homeward plods his weary way no more. When the day's work is done, perhaps with the aid of a tractor, he presses the self-starter of his automobile and rolls merrily away. In the United States, where there are 24,494,468 motor vehicles, according to the world automobile census compiled by the "American Automobile" (Overseas Edition), and in the Seychelles Islands in the Indian Ocean, where there are fourteen, more and more people are riding. And, no doubt, more and more people are worrying over what disuse is going to do to humanity's legs. The figures, published first in the magazine, and later separately, show strikingly the overwhelming leadership of the United States in motor-vehicle ownership, with one car for every 4.9 persons. For the entire world, we are told, there are 31,929,952 cars, buses and trucks, of which more than three-fourths are in the United States. Only three other nations have more than 1,000,000 apiece: Great Britain, France, and Canada, says George E. Quisenberry, editor, of these world figures:

The increase for the past year, including all countries, was 2,291,417 units, at the rate of 8.6 per cent. higher in every respect than was attained in 1927, but because of the mounting tide of replacements in the United States, below the record increase of 3,133,031 units added to service during the year 1924. All countries of the world outside of the United States, however, presented a completely different picture during the twelve months that have just ended. These countries and territories, making up 126 major political divisions of the various continents, made the largest increase in the history of the industry and, in all of these sections, new records were attained. Not only was operation increased by the largest totals of any year, but likewise were new levels attained in the replacement of old vehicles, in the importations of cars and trucks from the United States and Canada, and in the production of automobiles in Europe.

Four Above Million Mark.

The world outside of the United States now has nearly 7½ million motor-vehicles, not including an additional 2,053,068 motorcycles. The total of cars, trucks and buses established by the present census is 7,435,372 automobiles, the increase through 1928 having been 1,050,719 units or 16.5 per cent. The 1929 census is marked by the fact that it shows that two countries have passed, for the first time, the million mark in automobiles in operation. These countries are France and Canada, which, added to the United States and Great Britain, give four countries each of which has more than 1,000,000 cars, buses and trucks in operation. Two countries exceeded a half-million units each—Germany and Australia. In the race for automotive ownership, Australia has now yielded the honour of fifth place to Germany and dropping back, is now the sixth motoring territory of the world. Germany was in the sixth position in the 1928 census. Of course, the great disparity in population between Germany, and its

And here are the figures for the Western Hemisphere:

The Western Hemisphere, on January 1, 1929, had in operation a total of 26,308,342 automobiles. The twelve months' increase was 1,813,762 cars and trucks, at the rate of 6 per cent. The enlargement having been heavier both numerically and by percentage than in the previous year, when the net increase was 1,370,760 units, or 5.3 per cent.

The United States, of course, has the bulk of the automobiles within this section of the world and its further increase of nearly a million and a quarter automobiles, despite its already high operating totals was considerably higher than had been anticipated. The United States did not yet have 25,000,000 automobiles in operation when 1929 began but it was approaching that great total, and undoubtedly will surpass it long before the present year is ended.

Canada in 1928 passed the million mark for the first time. Argentina, in an astonishing development, almost equaled 300,000 automobiles a figure that undoubtedly will have been surpassed before this issue reaches its readers.

## SAFE PLAY- GROUNDS.

Side-road Reserved.

NO CARS ALLOWED.

Motor-closed streets as children's playgrounds may soon be a feature of certain East-end boroughs.

A similar scheme is to be brought before the Ministry of Transport by the Chief Constable of Salford on behalf of the Watch Committee, in order to obtain the necessary powers.

The general idea is to provide safe playgrounds in side streets, in a special area, as an experiment.

"I think it is an excellent plan," said Mr. D. A. Horwood, the Mayor of Bermondsey, to a *Daily Chronicle* representative, "and I should like to see it tried in this borough."

"Our General Purposes Committee meets next Monday, and I intend to bring the matter up for discussion on that day."

Playgrounds Needed.

"The children are badly off for playgrounds, and if it is possible

to make certain of the second-class roads safer by closing them to ordinary motor traffic it would be one way of meeting the shortage."

Another supporter of the scheme is Mr. W. C. Chandler, the Mayor of Bethnal Green.

"I am all in favour of something of the sort being done in Bethnal Green," Mr. Chandler said. "It would be no hardship to motorists, and would certainly be likely to lessen the number of accidents."

"I shall make it my business to bring the matter up for immediate discussion at to-night's council meeting."

Opposition to the Scheme.

On the other hand Mr. D. Frankel, the Mayor of Stepney, opposes the idea.

"Such a scheme," he said, "would be impracticable for a large borough like Stepney. The motor traffic problem cannot be solved in any piecemeal fashion."

"Moreover, an enormous amount of business is done in the smallest streets by motor delivery vans, and once you start to discriminate, the protection is more imaginary than actual. There would be the inconvenience, too, of children flocking to the motor-closed streets."

"My view is that it would be far better to provide the children with decent playgrounds."

## ROAD TRAFFIC NOISES.

Proposed Zones of  
Silence.

BULB HORN FOR  
ORDINARY USE.

By the Hon. Maynard Greville  
(*Morning Post Motoring  
Correspondent*).

The Conference on road traffic noises, which has just issued its report, did not come to any illuminating conclusions, as I expected, but at the same time their recommendations with regard to certain aspects of the problem are useful.

On the possibility of framing a regulation to prohibit or control the use of motor horns, it is pointed out that, while the complaints against excessive and nerve-racking noise constituted a legitimate grievance, the conference had not sufficient material before them to draft a regulation for the satisfactory control of unpleasant warning devices.

They considered, but made no recommendation with regard to "zones" of silence, where motor horns should not be permitted to be sounded or, alternatively, only when necessary on grounds of public safety.

It was also suggested by the conference that much might be done if strong representations were made through motoring organisations to the motoring public and the manufacturers.

For some time I have been urging in the *Morning Post* that this unnecessary sounding of strident warning devices on all and every occasion could be eliminated, and that every car should carry a good, low note bulb horn, in addition to the electric horn, for use in places where it is not necessary to make a tremendous volume of sound.

Bulb-horn Sufficient.

In London, for instance, in most of the quieter streets, it is unnecessary to use a loud horn. One has only to go at night, when the theatre crowds are leaving, to some cross roads in Harley-street, or such a residential district as Grosvenor-square, and listen to the appalling noise which the cars are making when a single foot on a bulb horn would give ample warning.

Of course, electric horns are necessary, and they have probably saved innumerable lives. Their great virtue is not in the noise they make but in their superior speed of operation. In an emergency the touch on a button will send out a warning long before the slower working bulb horn can be operated.

Another important recommendation of the Committee which I can heartily endorse is that which affects the use of horns when the vehicles are stationary. It is recommended that a regulation should be made that when a motor-car is stationary on any highway, no person shall use or permit to be used in connexion therewith, any instrument for the purpose of giving audible warning, except when such use is necessary on the grounds of safety.

A Public Nuisance.

The person who uses the horn on his car instead of a door-bell is a public nuisance. Some people drive down a street to the house they want, and instead of getting out, sit in their cars and blow the horn until someone appears, much to the annoyance of everyone else within earshot.

The conference also made some interesting comments on cross-road dangers and rights of precedence. I see with pleasure that it is suggested that where two main roads intersect, a complete roundabout system should be instituted like, I imagine, the one that has just come into use on the Hook corner on the Kingston-by-pass. This system I consider to be a great success.

Before the central island was built there were numerous accidents, and it was necessary for a policeman or an A.A. scout to be continuously present. Now the crossing is safer, without such human aid than it was previously.

Battery troubles are not the least of a motorist's worries, especially in cold weather, and there is nothing so annoying as to find that one's car will not start on the first application of the starter button. For over six months I have been using a battery, which I find will stand up even to my harsh treatment. My car has a healthy high compression engine, and as, for weeks at a time, I have it standing about with the lights on, and with only an opportunity of charging it for half an hour a day, in the winter I often have to fall back on the starting handle.

## A New Battery.

Some time ago I got one of the batteries made by the Young Accumulator Company, and being slightly sceptical about its alleged virtues I gave it no quarter. On a really cold morning I ignored the existence of the starting handle, and merely put my foot straight on the starter button. To my intense surprise it is just as good now as ever, and never once has it failed to start the car instantaneously.

One of the advantages claimed for this battery is that it cannot sulphate and can be left in an uncharged or semi-charged condition for a long time without suffering damage. If necessary, also, two-thirds charge can be rammed into it, when it is completely exhausted, in one hour. Incidentally, these batteries have been used by Bentley Motors for some time, and the winning car at Le Mans last year was equipped with one.

I have had an interesting letter from Mr. John Pugh, of Rudge-Whitworth, Ltd., concerning my remarks recently in the *Morning Post* on the subject of brake application and slippery roads. He says: "I read with great interest your article on 'The reason for skids.' The tests with the Tapley brake gauge were done with the back wheels only, and this, for the purpose he had in mind, was no doubt the most convenient course; but I think it should be pointed out that if front brakes and back brakes are applied in the ideal proportions, the stopping distance would be reduced to less than half."

"You give the conditions on a normal dry surface with stopping in 37 feet from 20 miles per hour. If front brakes as well as back brakes were applied the stopping distance would be only 16 feet; and since the stopping distance in feet makes all the difference between life and death, the importance of front wheel brakes applied in the proper proportion should be recognised."

I agree with these remarks, though I must say that in actual practice I have seldom found the front brakes to have the stopping distance, unless the back brake was very bad and the four wheel set very good.

## CAUTION FOR ALL.

One automobile out of every four is involved in a fatal or serious personal injury during its lifetime, reports the Automobile Club of Southern California. Each of the others is involved in at least two accidents resulting in property damage.

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# Hongkong Telegraph.

Pictorial Supplement

July 6th, 1929.

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Group taken on the occasion of the visit of H.E. the Governor to the Young Wo Nursing Home at Happy Valley last week. Amongst those seen are Dr. A. R. Wellington, Mr. R. A. C. North, the two Chinese members of the Legislative Council, Dr. S. F. Li (Chairman) and his fellow-directors of the Home. (Photo: Ming Yuen).

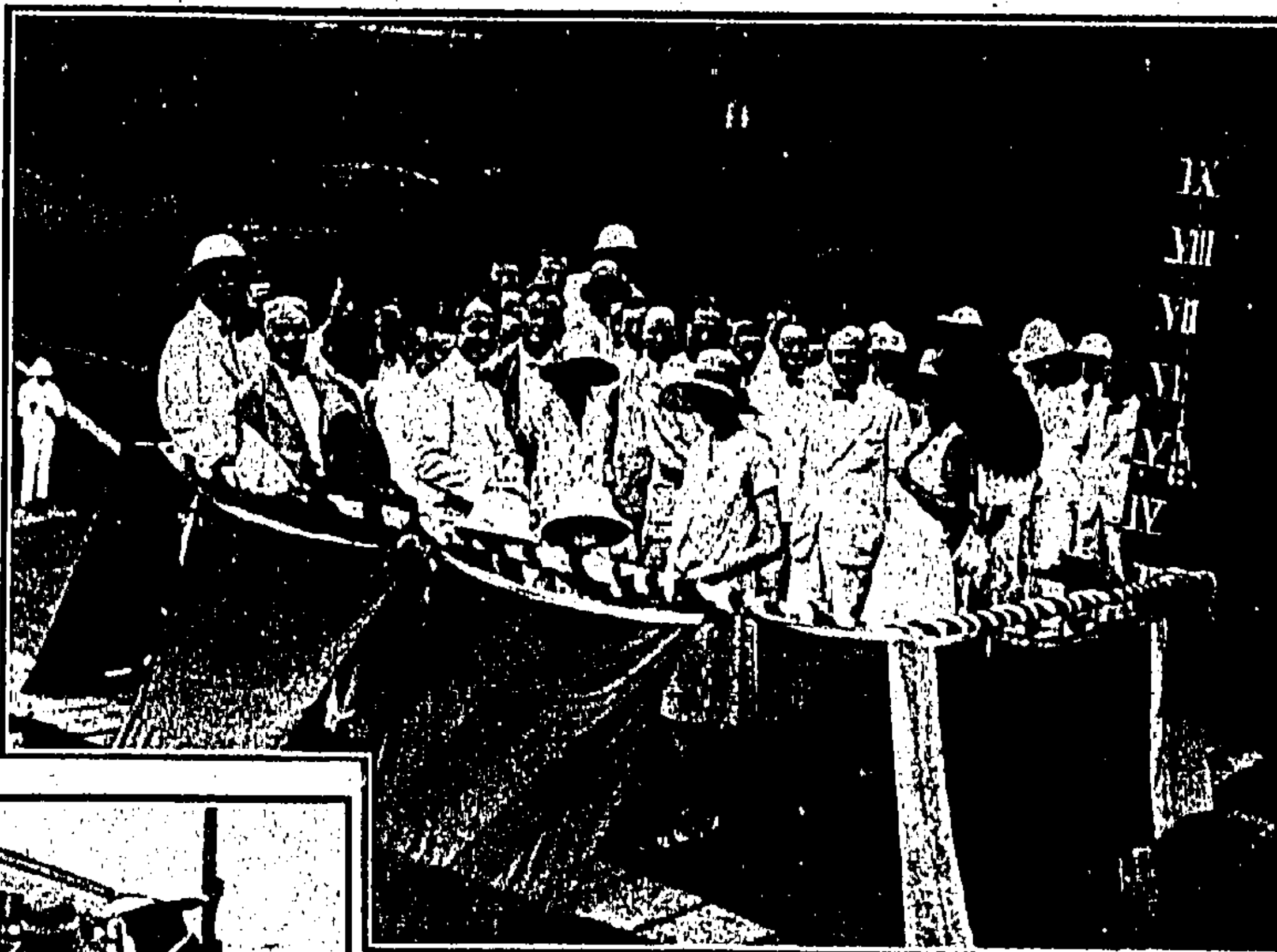
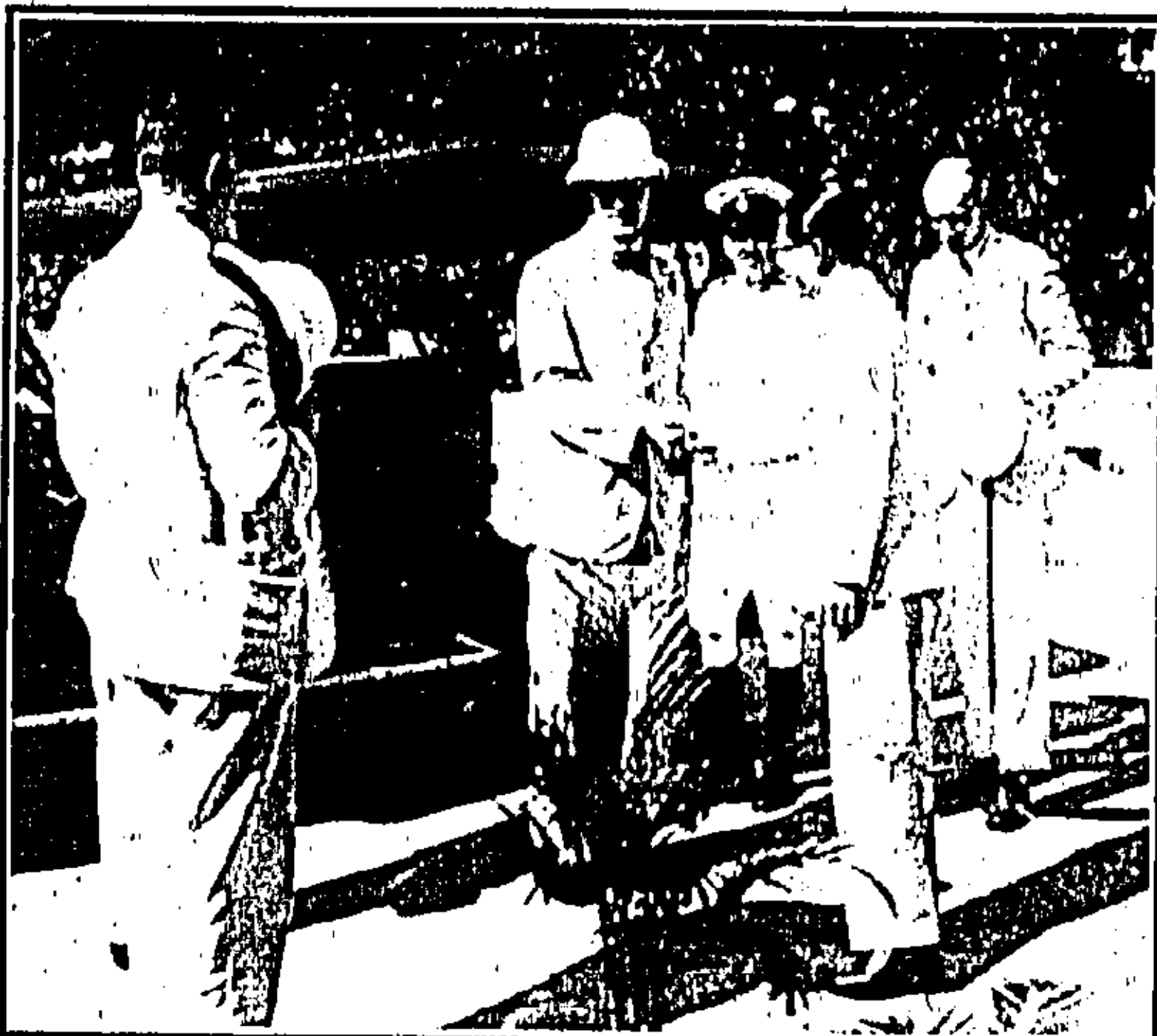


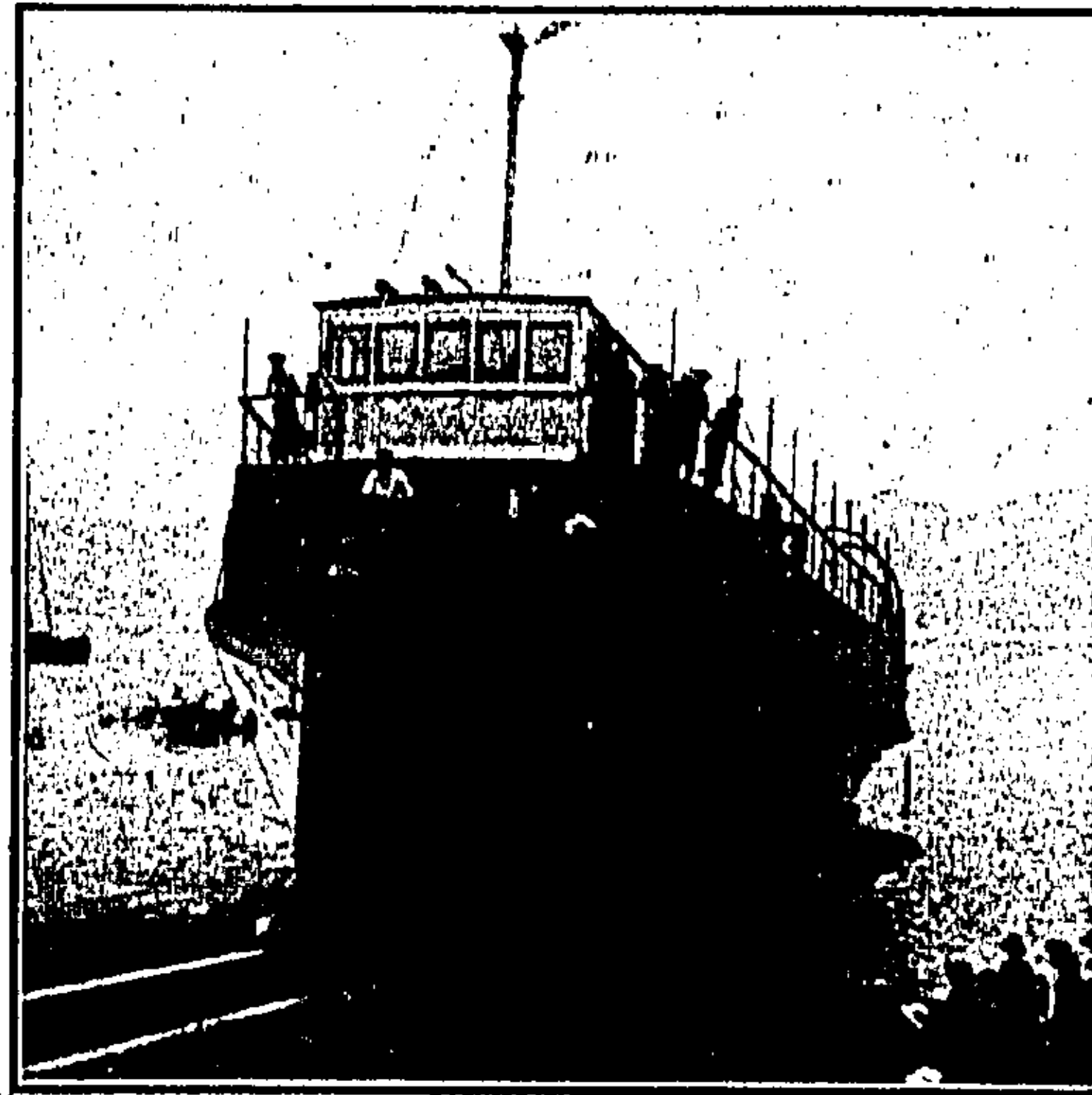
Photo taken at the launching by Mrs. G. F. Hole (in foreground) at Taitoo Dock of the new motor ferryboat "Sun Chau," for the Hongkong-Cheung Chau service. (Photo: Mee Cheung).



H.E. the Governor, accompanied by Mr. R. A. C. North, Secretary for Chinese Affairs, being welcomed on arrival at the Young Wo Nursing Home. (Photo: Mee Cheung).



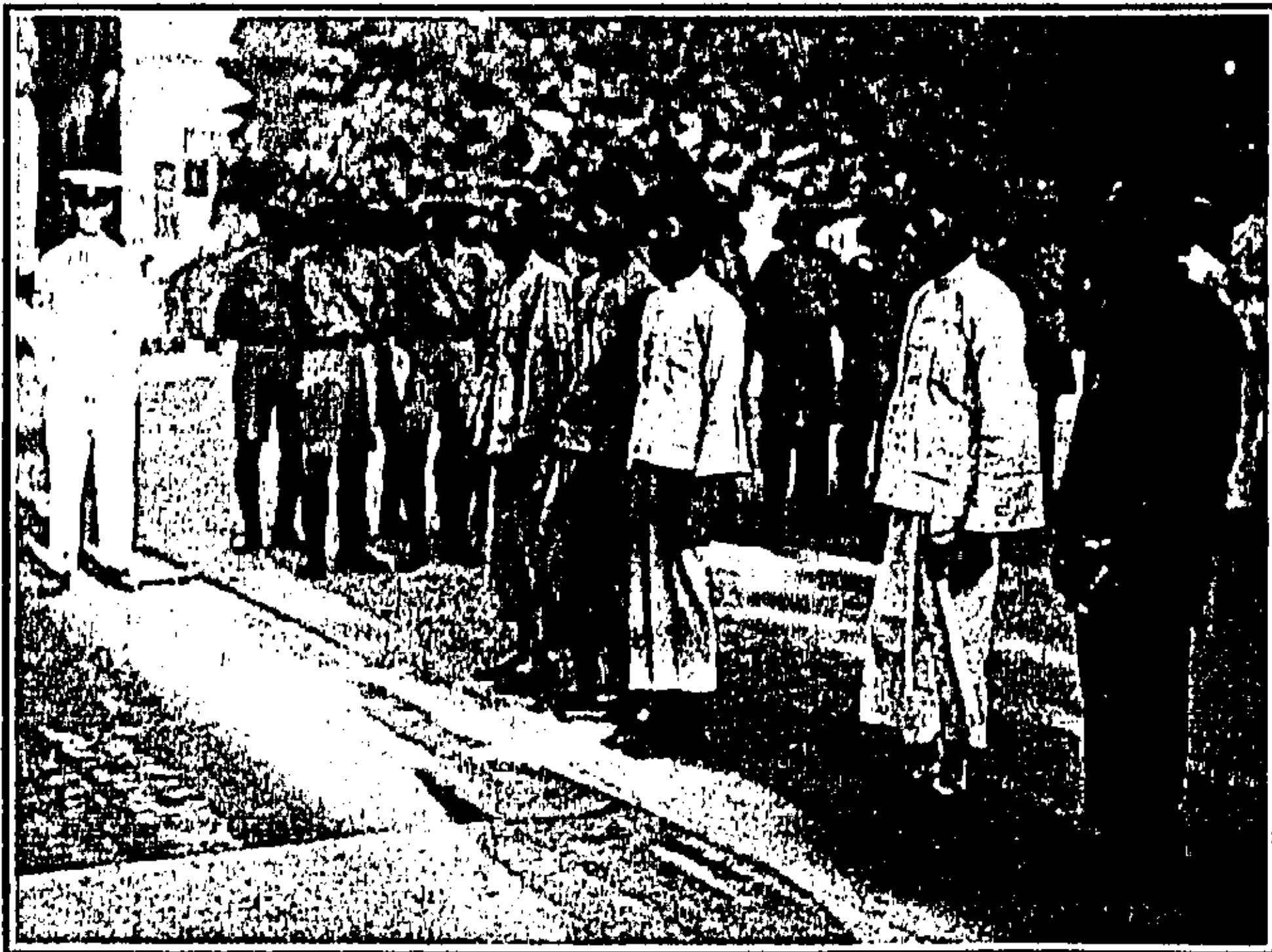
H.E. the Governor and Lady Clementi arriving at the China Athletic Association's new bathing pavilion, which her ladyship opened on Saturday. (Photo: Mee Cheung).



The motor ferry-boat "Sun Chau" taking the water on the occasion of the launching at Taitoo. She is 126 feet long and will have accommodation for 350 passengers. (Photo: Mee Cheung).



Sir Shouson Chow decorating a Chinese with the Bellicus Medal for saving life. (Photo: Mee Cheung).



Some of the Chinese junk people who were decorated recently with the Bellicus Medal for courageous conduct in rescuing drowning people. (Photo: Mee Cheung).



The British Labour Cabinet, photographed in the garden of No. 10, Downing Street. Left to right:—Front row: Mr. J. R. Clynes (Home Office), Lord Parmoor (Lord President), Mr. J. H. Thomas (Privy Seal), Mr. P. Snowden (Exchequer), Mr. Ramsay MacDonald (Premier), Mr. A. Henderson (Foreign), Mr. Sidney Webb, now Baron Passfield, (Dominions), Lord Sankey (Lord Chancellor), Capt. Wedgwood Benn (India). Back row: Mr. G. Lansbury (Works Commissioner), Mr. A. V. Alexander (Admiralty), Sir C. Trevelyan (Education), Miss Bondfield (Labour), Lord Thomson (Air), Mr. T. Shaw (War), Mr. A. Greenwood (Health), Mr. Noel Buxton (Agriculture), Mr. W. Graham (Board of Trade), Mr. W. Adamson (Scotland).



Bridal group taken at the recent wedding at St. John's Cathedral, of Mr. Walter Naef and Miss Victoria Edith Manning. (Photo: Ming Yuen Studio).



Sub-Officer Chan Wei-sen, of the Fire Brigade, receiving the Bellicus Medal for rescuing a man from a burning building at Lai-chikok. (Photo: Mee Cheung).



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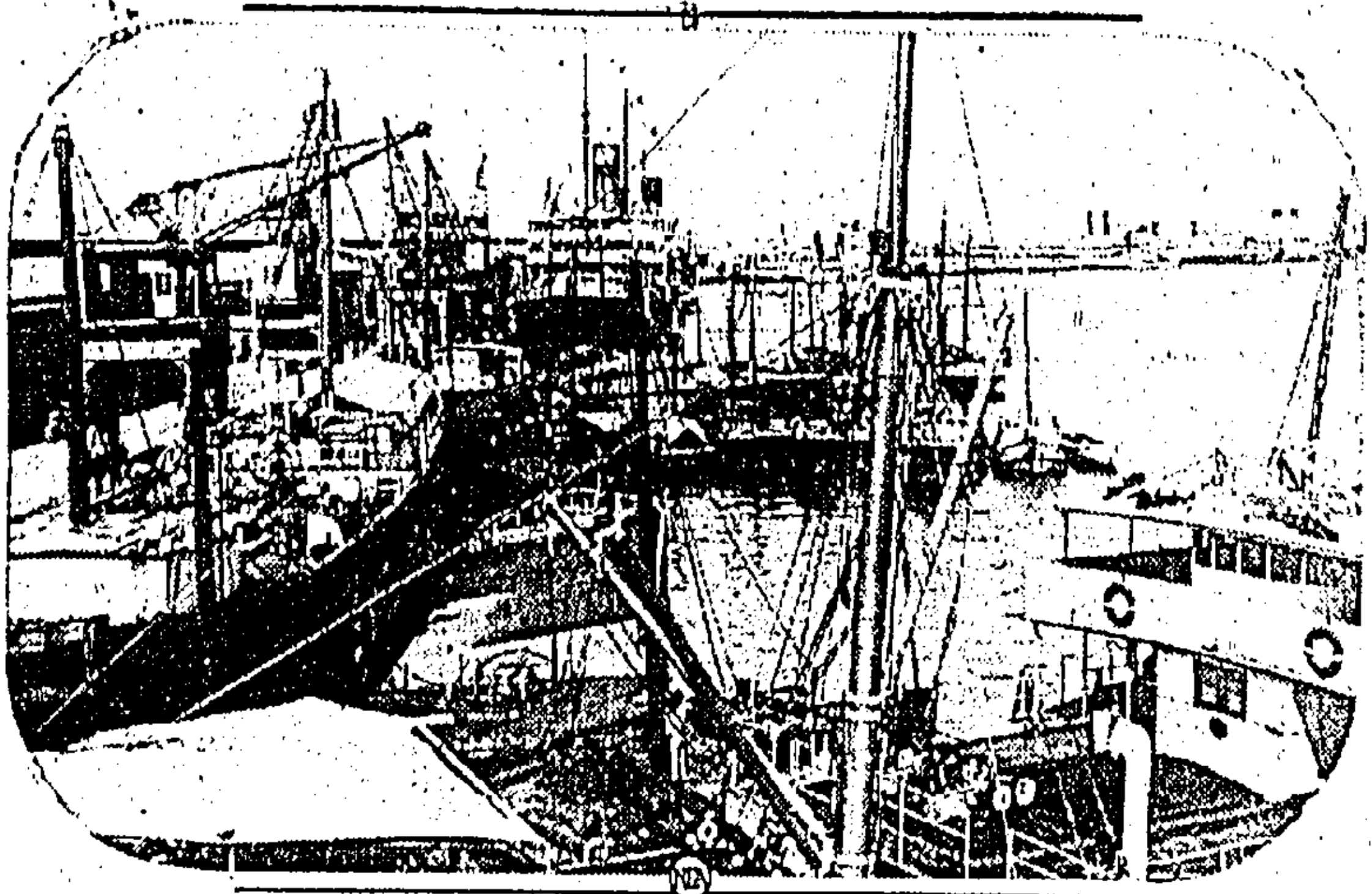
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## FEATURES OF URUGUAY. COUNTRY WHICH IS ONE VAST RANCH.



The wharves of Montevideo, Uruguay, pictured above, present a busy scene. Uruguayan imports and exports are each around \$100,000,000 a year, and most of the goods pass through Montevideo.

If you can't distinguish between Uruguay and Paraguay and aren't sure that there isn't only one of them, remember that every time the Olympic games are held it's Uruguay who runs away with the world's soccer championships.

Last year she beat Argentina in the finals after previously defeating 12 or 15 other nations all larger than herself. Uruguay is the smallest republic in South America, but one of the most progressive and prosperous. A few glimpses of her healthy, strapping younger generation lead observers to suspect that she will be holding the soccer championship a long time hence.

Uruguay resembles a miniature Argentina, but it always ought to be remembered that in nearly all instances the Latin-American countries are markedly and variously different. Uruguay is one country which has no tropical section. She has no mountain ranges to bar civilization from her far reaches and her railroads and excellent water routes have enabled her to keep the wheels of progress going throughout the country.

But the outstanding fact about Uruguay is that except in Montevideo she is one vast ranch. For every acre devoted to agriculture she has 11 on which graze cattle and sheep. Virtually 90 per cent. of her exports are animal products.

Uruguayan imports and exports are each around \$100,000,000 a year. She imports more goods than Peru, which has four times her population. Blessed by a period of post-war demand and good prices for her products, she has increased her exports to the United States 170 per cent. in 15 years and her imports from the U.S. have jumped 500 per cent. She buys gasoline, sugar, automobiles, coal, potatoes, fuel oil, lumber, industrial machinery and cotton fabrics.

North American investments in the country have increased to \$75,000,000, placed in packing plants, factories or assembly

plants, public utilities and national and municipal bonds. The British investment in the country is nearly three times America's.

Uruguay offers an excellent example of what foreign capital has done to develop Latin America. Public improvements, public utilities, railroads, packing and meat freezing, banking, manufacturing and trade have for the most part been financed from abroad. Thus Uruguay has been enabled to capitalize on her natural resources, favourable market conditions and the enterprising nature of her people.

Her last big loan was one of \$30,000,000 floated in the United States in 1926 and designed for public improvements, including several electric plants and water systems. British interests own the railroads.

An increasing number of automobiles has created demand for good roads and now this republic, in size a little larger than New England, has 2,300 miles of national highways, including 400 or 500 macadamized. There are about 35,000 automobiles in Uruguay now, but American companies can count on an expanding market.

Since 1924 the United States has led all nations exporting to Montevideo. In the years 1911-15 they sent only five per cent. of Montevideo's imports; now it's 30 per cent. Britain has dropped from 24 to 16 per cent. and Germany has regained her pre-war share of 12.

U.S. lead on foodstuffs, raw materials, leather goods, hardware, motor cars and construction materials. Great Britain, France and Italy each lead in textiles. Germany, Britain and Italy all supply Uruguay with more drugs and Germany has more of the musical instrument trade.

A large area of the land now used for pasturage is tillable, as only five per cent. of the land is now cultivated. Industries and mining are slight, but Uruguay is

just beginning to produce necessities, such as cloth, for herself.

Uruguay has made marked progress politically as well as economically. Her people are nearly all white; her immigration has come largely from Spain and Italy, and she is amply capable of self-government. For years her two political parties fought bloody feuds over nothing whatever, but they are now peaceful. Colorados, and Blancos—reds and whites—they call themselves.

Manhood suffrage for literates has been in effect for years and freedom of speech appears to be permitted as in few other countries of Latin America. Revolutions were once appallingly frequent, but there hasn't been one for 20 years or more.

Early last year Uruguay passed a double nationality law, which permits immigrants to be citizens both of Uruguay and the land whence they came. The law is in accordance with the Fascist theory and the principle has been made an issue more than once elsewhere in Latin America.

## THE POWER OF SERENITY.

The maintaining of serenity is the maintaining of power, while the loss of serenity is the loss of power, writes Helen R. Crane in the "Science of Thought Review."

"A serene man brings peace and joy to those with whom he makes contact. He may not utter a word of the philosophy which has enabled him to attain to this poise, but his very presence is a blessing and a healing."

His fellows forget their quarrels and worries and anxieties when in his presence, and he, verily, is a source of healing, for he is joy and his joy is contagious; and it is a fact which is demonstrable by scientists, that pain and misery cannot abide in the mind and body of a man with a sustained joy-consciousness.

## WHEN LONDON VANISHED.

### MYSTERY CENTURIES AFTER ROMANS.

What was Roman London like? A determined official attempt to solve this mystery has been made by a Royal Commission of experts, whose conclusions were published recently—"Roman London" Royal Commission on Historical Monuments: Stationery Office, 18s. net).

If they have discovered nothing new it is because there is nothing new to discover. They have, however, assembled every scrap of information about Roman London, and produced a book which is, and will probably remain, the final word on the subject.

Dr. Mortimer Wheeler, Keeper of the London Museum, contributes a masterly survey of the city which for nearly 400 years knew the varied commerce of the Roman world.

One of the mysteries of early London is: Was the city deserted when the Roman army of occupation was withdrawn in 410 A.D., or did a few Romanised citizens live on behind the walls among the ruined houses and the fallen pillars?

Some writers have pictured London after the Roman evacuation as a place with brambles trailing over the public buildings and grass growing over the wharves and in the streets. History is silent about all the great Roman cities from the time of the departure of the legions until they reemerge—after several centuries—as Saxon towns.

Dr. Wheeler writes: "The silence of history in regard to them is probably just: London in the year 500 can have mattered little to any one save to a few decivilised sub-Roman Londoners."

That is his theory of the mystery. He suggests the Saxon war bands roving the country, and behind the crumbling walls of London a few men and women who remembered the great civilisation of Rome living cut off from the world, and gradually, generation by generation, deteriorating to the condition of "decivilised sub-Romans."

The book deals in detail with every archaeological problem connected with London. The general reader will perhaps be interested in the catalogue of inscriptions found on Roman tiles and bricks. London's first advertisement is the name of an eye-wash stamped on the bottom of a pot: "Lucius Julius Senis" ointment for roughness of the eyes. This is now in the British Museum.

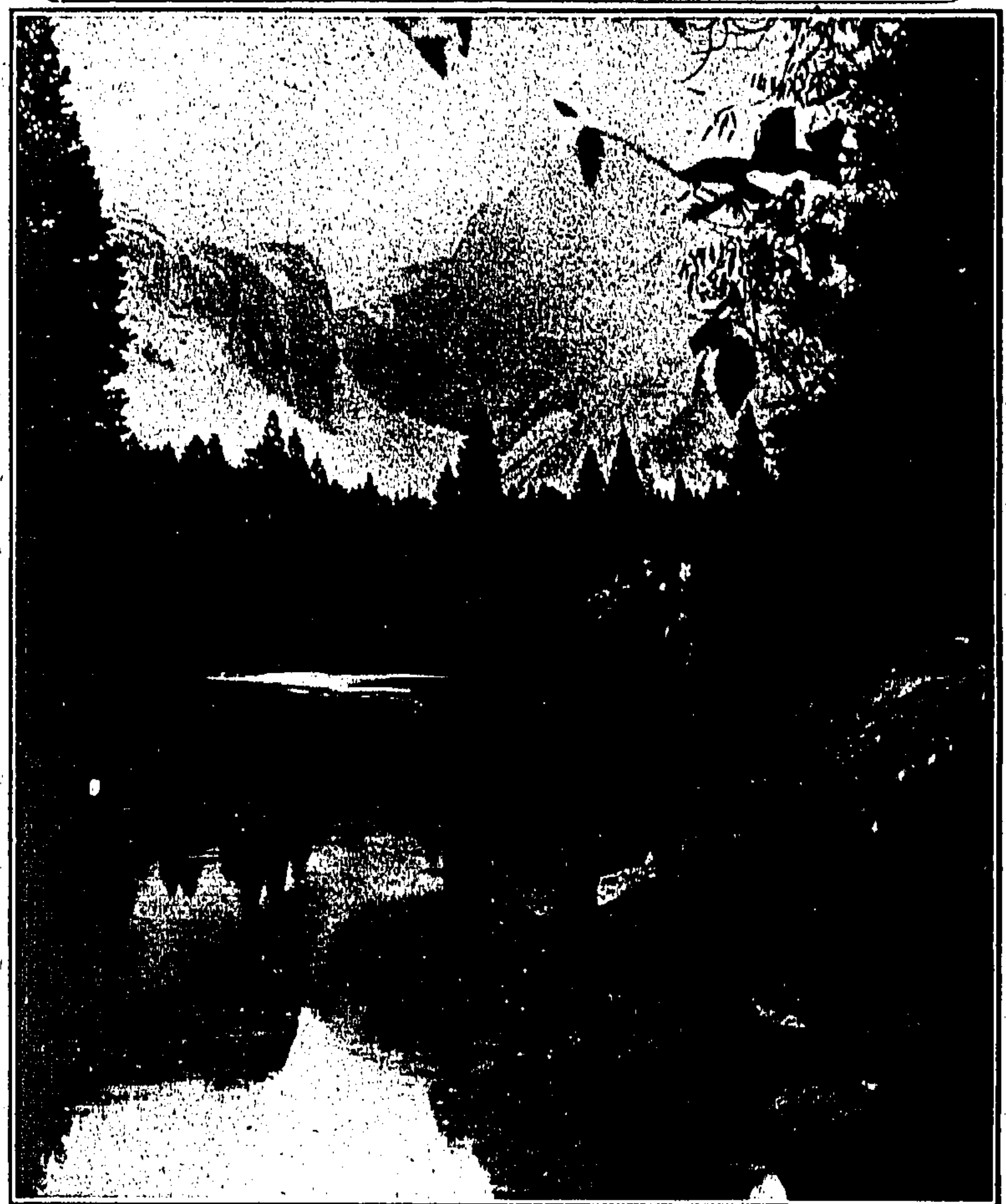
Another amusing inscription was the work of an idle moment and its author would be astonished to know that it would live for nearly 2,000 years! A workman writing on a still wet clay brick, found in Warwick-lane, Newgate-street, scratched the following information about one of his fellow bricklayers:

"Augustalis has been going off by himself every day for these thirteen days."

The message comes down over many centuries with a homely significance. Was it a caution? Or had Augustalis an appointment with a Roman girl round the corner in Newgate-street?

A pot in the London Museum with the inscription "At the Temple of Isis" proves that the Egyptian goddess was worshipped in Southwark, where the pot was found.

## ONE OF AMERICA'S BEAUTY SPOTS.



A striking scene from "Rose-Marie," showing the beauty of the setting of this picture in the United States.

## THE LAW IS KIND TO WIVES.

By A Barrister.

As at the polls, so in the courts of law in Britain; women at the moment are in a position of unsuitable ascendancy; and man's only hope lies in maintaining their natural divisions.

The legislation passed during the last fifty years with the object of removing the legal disqualification of married women has been progressive and piecemeal. Broadly speaking, they have been given rights equal to those of men, and at the same time they have been allowed to retain the extraordinary rights and privileges which were theirs during the long centuries when they were erroneously assumed to be weak and subordinate.

The "tort" absurdity is now notorious. A husband is still presumed to be able to hold his wife's tongue, so is liable for her abandoned remarks. If she drives a car and in a moment of aberration crashes into a pedestrian or does any other damage, the husband may have to pay the many thousands which today in the High Court are frequently awarded for injuries in running-down cases.

Before the Married Women's Property Acts there was a time when the man who married took over the dominion not only of his

wife but of all her property which had not been made the subject of special settlements. There was reason, then, why he should be held responsible for her actions and should be required by law to pay for the consequences. The reason now has gone, but the law remains.

Consider also the law whereby the husband is liable for the payment of income tax on his wife's income. A poor husband lives harmoniously with a rich wife and does not apply for a separate assessment. She dies, leaving all her property to some third party or institution. He is liable for all arrears of income tax in respect of her income, although the payment of those arrears may cripple him financially for life. This kind of thing has occurred not once but frequently.

In matrimonial causes the husband is still at a great disadvantage so far as money is concerned. It was held by the House of Lords in a recent case that, even if a wife had entered into a covenant to accept a certain sum for maintenance, in a deed of separation, and had consented never to claim any further sum, the covenant may be treated as void if the wife subsequently obtains a decree of dissolution against him. Such a covenant cannot interfere with the court's discretion to make any order it pleases as to the future maintenance of the wife.

## SHORT HAIR FOR ME!

By Edith Shackleton.

Dame Madge Kendal, publicly complimenting a schoolgirl the other day on having long hair, said she herself lived in a period when a woman's glory was her hair, and she was afraid that women were now in danger of losing their dignity.

The woman who writes this is never in greater danger of losing such dignity as she possesses than when somebody makes the claim that long hair was in itself dignified. If it was, does the pantomime dame always have long hair to this very day, and why doesn't Mr. George Belcher draw short-haired charwomen?

Those who have forgotten what long hair was really like are apt to try to refresh their minds on the subject by referring to poems and pictures. They persuade themselves that every woman used to be a Rapunzel, with shining, flower-scented locks, several feet long, which could be bound up in a wondrous coronet or released "at a touch" so that it fell in "shining masses" far below her waist.

Perhaps one woman in a million has hair like that in real life, and she has probably, and quite rightly, kept it on her head.

Instead of looking up the poems and pictures, a more reliable way of securing such evidence is to ask a housemaid who remembers the old days, when there were atrocious things called "hair tides" on every woman's dressing-table and when the disengaging of long, cast-off hairs from all the household brushes and the drainpipe traps were daily tasks, if she feels that her sex has lost dignity.

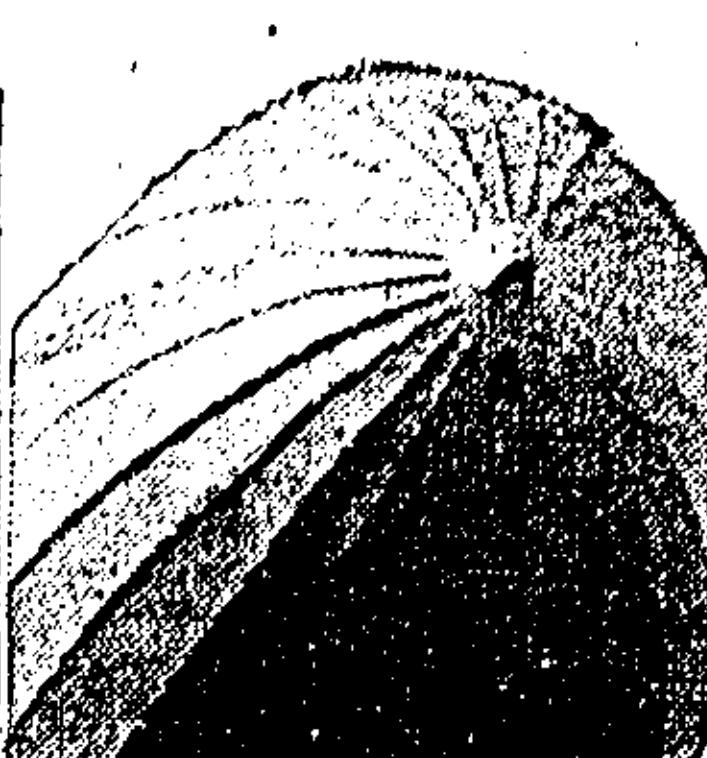
Thousands of women who cut their hair short in the expectancy of a sense of comfortable carelessness have been surprised to find that what actually happened was that their sense of human dignity increased. Those who have never experienced it can scarcely imagine the ignominious disablement of long hair. The shingled girl of to-day, alert and decorous the moment she sits up in bed in the morning, cannot realize the harem-ish feeling of being fettered by long locks which must not be seen unbound by the outer world.

No. Women may grow their hair again for fun or for vanity, but they will not thereby become more dignified. Thanks to the scissors, every woman is a little more dignified to-day than she would otherwise have been, whether she is a duchess playing leapfrog on the Lido, a virago in a street fight, or a gentle spinster putting her head out of her bedroom window at dawn to see if her cat has come home.

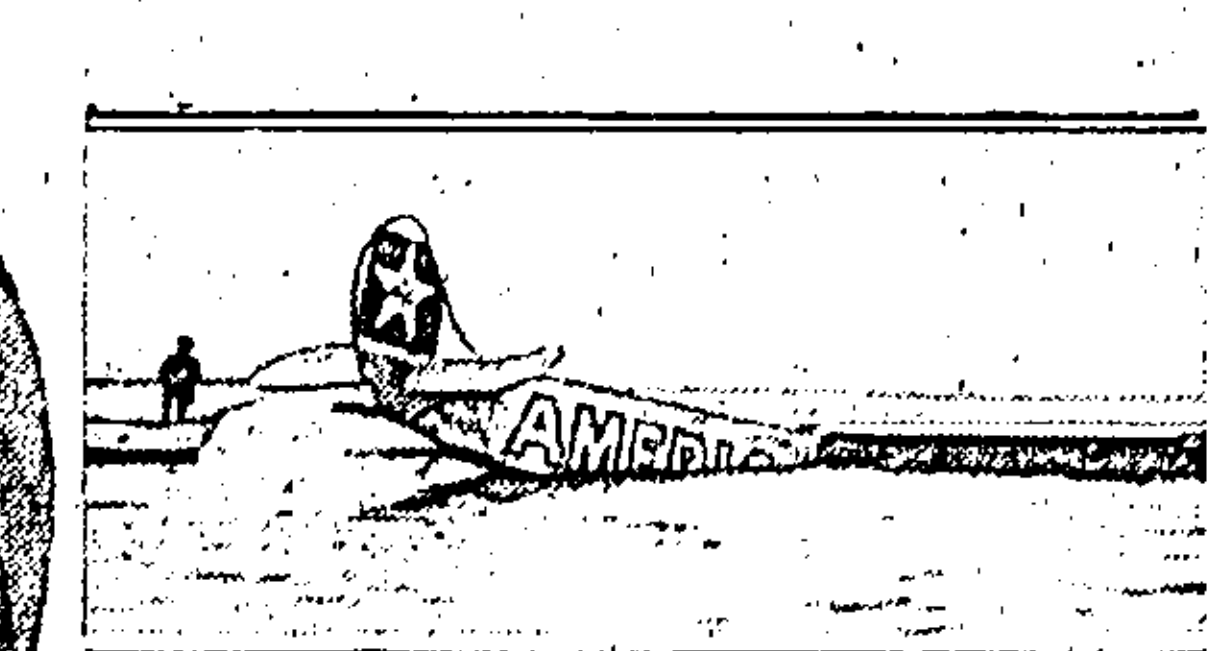
## START OF 1929 SEASON SHOWS 243 PEOPLE FLOWN ATLANTIC.



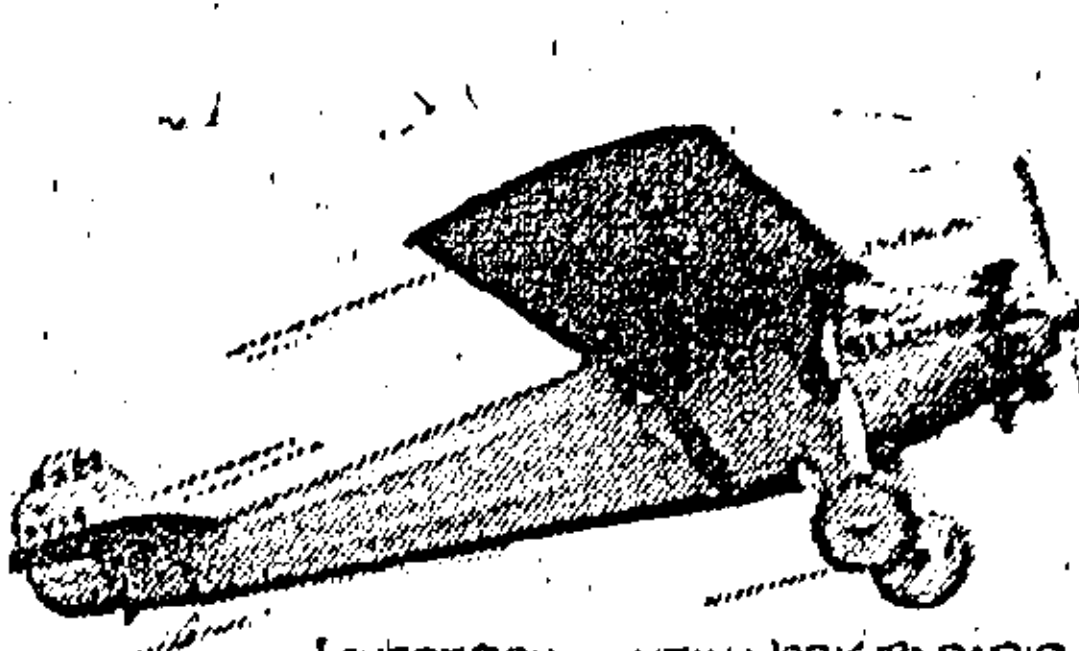
ALCOCK  
FIRST NON-STOP  
FLIGHT ACROSS  
ATLANTIC, 1919



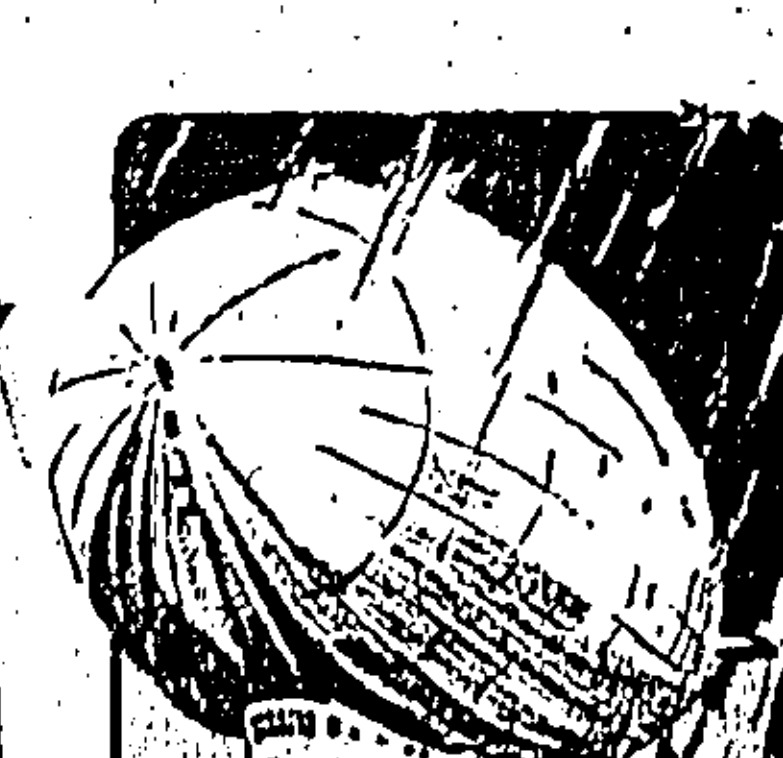
BROWN  
FIRST NON-STOP  
FLIGHT ACROSS  
ATLANTIC, 1919



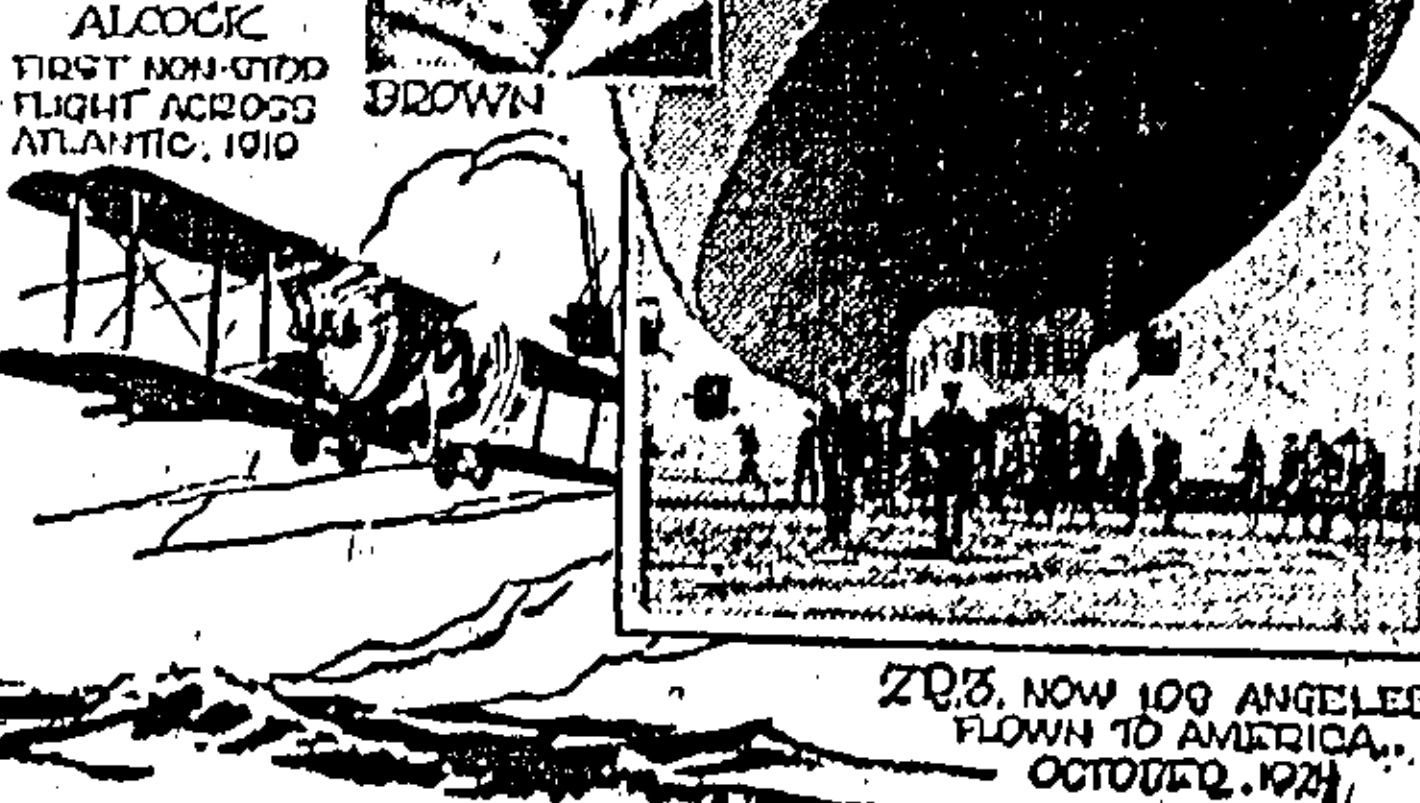
COMMANDER BYRD  
LANDING IN FRANCE



LINDBERGH—NEW YORK TO PARIS



THE GRAF ZEPPELIN AND DR.  
HUGO ECKNER, COMMANDER



ZIG NOW 100 ANGELES  
FLOWN TO AMERICA,  
OCTOBER, 1927



CHAMBERLIN AND  
LEVINE FLY TO GERMANY



THE BREMEN AND COEW  
ON GREENEY ISLE



THE GRAF ZEPPELIN AND DR.  
HUGO ECKNER, COMMANDER

High spots in the ten-year conquest of the Atlantic ocean by man-made birds are portrayed above. Back in June, 1919, Captain John Alcock and Lieutenant A. W. Brown, daring British aviators, made a 1960-mile nonstop flight from St. Johns, Newfoundland,

to Clifden, Ireland, in 16 hours and 12 minutes. In 1924 the German Zeppelin ZR-3, which is now the Los Angeles, was flown to America and turned over to the United States government in accordance with terms in the Versailles treaty. The 1927 season

was a busy one with Lindbergh, Chamberlin and Byrd all making the crossing. Last year witnessed the first westward crossing when the German plane Bremen landed on Greeney Isle, and the second trans-Atlantic airship was the Graf Zeppelin. Although flying across

the Atlantic is considered one of the most risky things an aviator can attempt, it is worth noting that in the ten years that have elapsed since the first time the Atlantic was spanned by air, no fewer than 243 persons have sailed over the ocean in airplane or dirigible.



# The Holiday Wardrobe



Very Parisian Is This Interesting Marcelle-Lely Chapeau Made of Black Felt and Transparent Straw. Light and Comfortable, This Face-Framing Model Is Suitable for Afternoon or Evening Wear. The Dress Worn With This Hat Is Black Charmeuse With a Wide Side Jabot Outlined in White.

I  
Martini et Armand  
Use a Tulle Coatee  
To Distinguish  
A Formal Evening Gown  
Of Black Mousseline.  
The Skirt Has  
A Long Side Panel.

Since a Single Color  
Theme Is Advisable,  
Black, Navy Blue or Brown  
Combined With Beige  
Will Find Most Favor

V  
A Neat Wool Tailleur  
From Bernard et Cie  
Can Properly Be Worn  
On Links or Street.  
The Trim Tuck-in Blouse  
Is White Crepe de Chine  
Trimmed With Red.



II  
Filly Collar and Cuffs of Beige Crepe de Chine.  
Give the Feminine Touch to a Germaine Lecomte  
Afternoon Gown of Printed Crepe de Chine.



III  
This Maison Lenief Ensemble  
Illustrates the Present Trend  
In Costumes for Sports Wear.  
A Black, White and Green Sweater  
Tops a Green Crepe de Chine Skirt.  
The Outfit Is Nicely Completed  
With a Scarf of Matching Colors.

ONE of the sanest ways for a woman to insure herself a pleasant and happy holiday is to provide an adequate wardrobe which will meet any demands that may be made upon it.

Such a wardrobe need not be an extensive one, but it must be intelligently selected. It's surprising how elastic the contents of a suitcase may be, if the clothes that go in it are chosen for their versatility.

In the days when travelling was attended with dirt, discomfort and dusts, a woman was an exception if she presented a delightful appearance. Her costumes, like her baggage, had not undergone the refining process that the past decade has given them.

To-day, a woman can be a traveller and be as smart during a long trip as if she were entertaining in her own home. Her baggage has provision for all the cosmetics and beauty applications she will need, and it is fitted to carry her costumes with a minimum of crushing and wrinkling.

Her gowns and her lingerie are so light in weight that she can carry an extensive supply in a small space, and her hats are so small, and some of them so crushable, that they present no problem at all.

POSSIBLY the most difficult item lies in footwear—unless one has a discreet colour system, it is almost impossible to get along without several changes of shoes. However, the new shoe trunks take care of the situation adequately if the amount of luggage is no obstacle.

Otherwise, a woman plans so that she has shoes for day, walking and evening, and lets it go at that—keeping her colour scheme so that all black or all tan numbers will be acceptable.

Naturally the wardrobe that travels and must always be ready cannot be a multi-coloured one. It must have a colour theme and stick to it.

The black and beige combination works out very well, as does navy blue and beige. The most practical combination, for the woman who can wear it, is the brown and beige combina-

tion, since hats and coats can be interchangeable, and shoes and stockings in tan and beige keep the shoe problem simple.

I. THIS Martini et Armand black mousseline evening gown is ideal for the limited holiday wardrobe because it can be transformed in so many different ways. With its coatee of tulle it gives one impression; with a lace mantilla, another; and with a colourful scarf, still another. Different corsages also vary the picture.

II. GERMAINE LECOMTE made this printed crepe de chine afternoon gown, which is nicely suited to the woman traveller. Its neat pattern is not conspicuous and the lingerie touches at neck and cuffs give the current modish note of femininity. It has a belt with a bow in front and a full circular skirt.

III. EQUALLY smart for wear on shipboard, at the country club or general day wear is this sports dress from Maison Lenief. The skirt is green crepe de chine and the sweater is wool jersey striped with black, green and white. It has a silk scarf in the same colours as the sweater. This outfit is at once striking and practical.

IV. BECAUSE it is fashioned of soft, flexible straw, this chapeau by Marcelle Lely is ideal for travel. This hat has a transparent brim and crown and is proper for either afternoon or evening wear.

The dress worn with this hat is black charmeuse with a wide side jabot outlined in white. The skirt, which cannot be seen, is a circular affair closely belted at the hipline.

V. PARTICULARLY practical for travel is this smart outfit from Bernard et Cie. It is not quite strictly sport, or strictly tailored, but is equally wearable on the links or on the street. The material is a light weight wool mixture and the coat has a softly tailored neckline and an accented waistline.

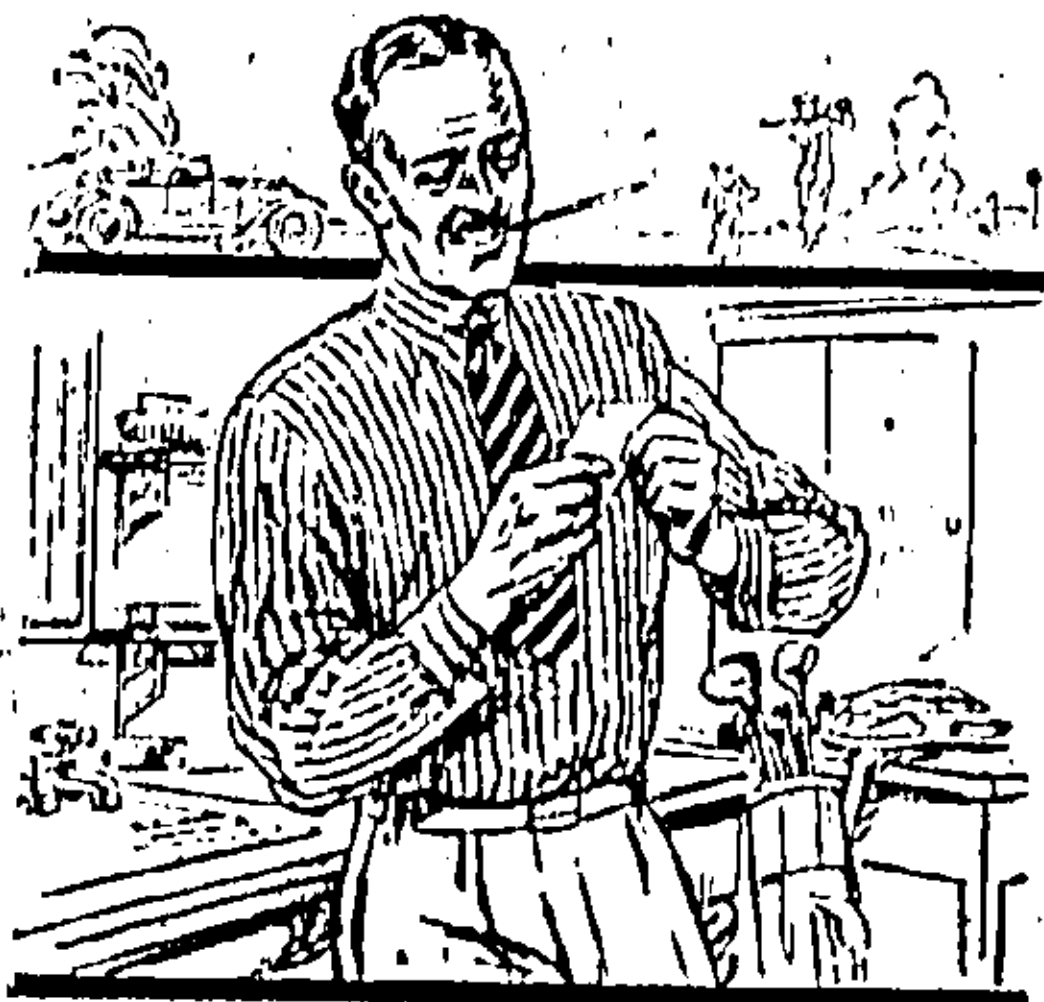
The white crepe de chine blouse is trimmed with red, but the casual silk sports shirt would go as well with the suit, with which either a turban or a brimmed hat may properly be worn.



## TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

*Summit's* — THE PREFERRED SHIRT.



QUIET BUT DEFINITE

So completely do they express to-day's tendency towards quiet but definite designs that Summit Shirts rank as the most notable interpretation of approved styles for 1929. Full ranges of new and exclusive patterns are now being shown by the agents for Summit Shirts and Collars.

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Tired?

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THE "LUXO" BATH GOWN

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Made from Strong Cotton Towelling.  
Plain White or Colored Stripes.

Standard Value **\$10.50**

THE "TURCO" BATH GOWN.

Heavy Turkish Towelling in a good range of Colors. All Sizes.

Standard Value **\$13.50**

MEN'S OUTFITTING & DEPARTMENT.  
Whiteaway, Laidlaw & Co., Ltd.  
HONGKONG.

# BRITAIN'S BELOVED MONARCH.

EMPIRE WILL TO-MORROW GIVE THANKS FOR THE KING'S RECOVERY TO HEALTH.

SOME INCIDENTS IN HIS MAJESTY'S CAREER AS RULER.



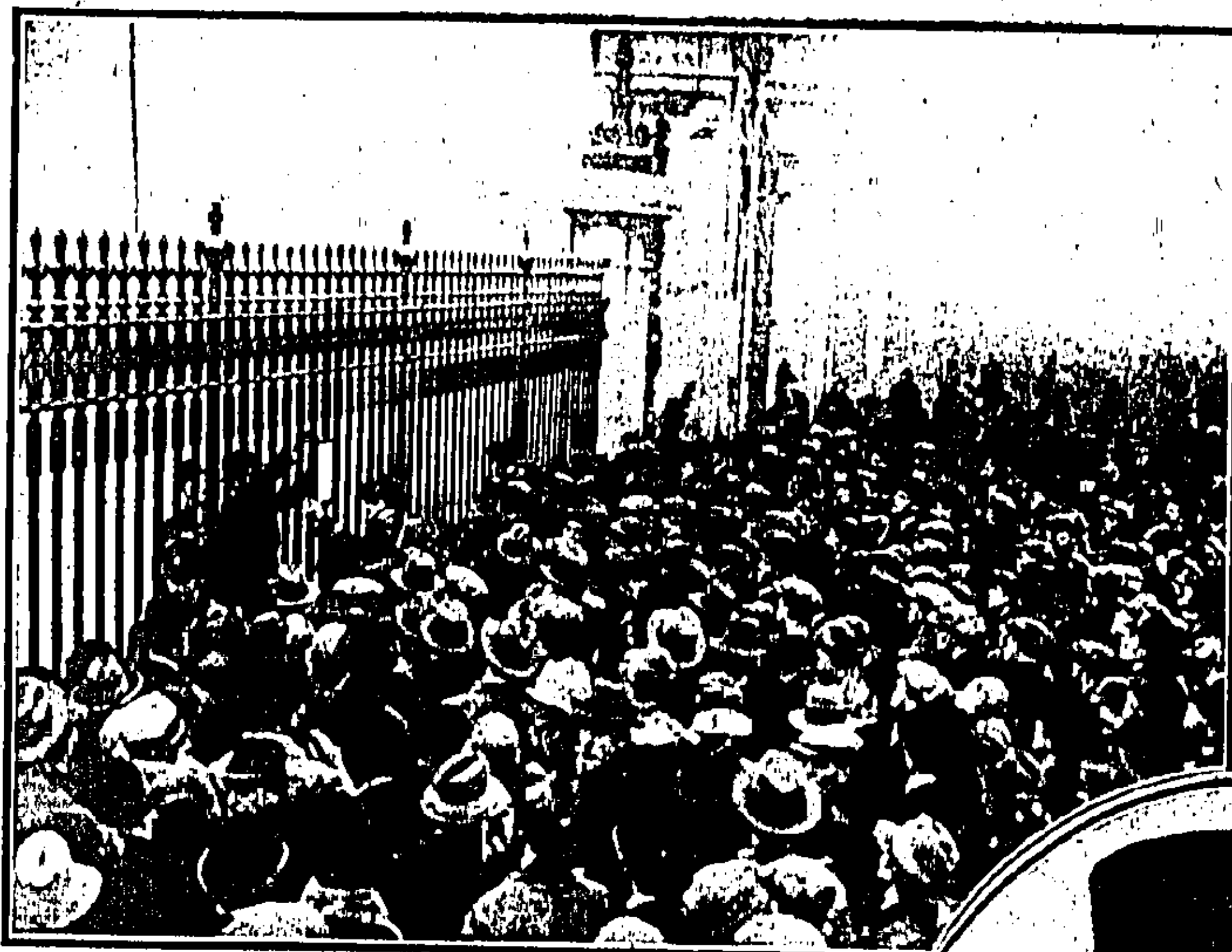
His Majesty having a chat with a little fellow who has started work very early in life.



The King and Queen snapped during a visit to Guernsey when little girls, all children of men who fell in the Great War, strewed roses in their path.



His Majesty is here shown conferring a knighthood on one of his Admirals aboard a battleship.



Bulletins being eagerly scanned outside Buckingham Palace during the King's illness last year.



In 1911, the year of his coronation, His Majesty visited India. He is here seen at a tiger shoot in which he took part.



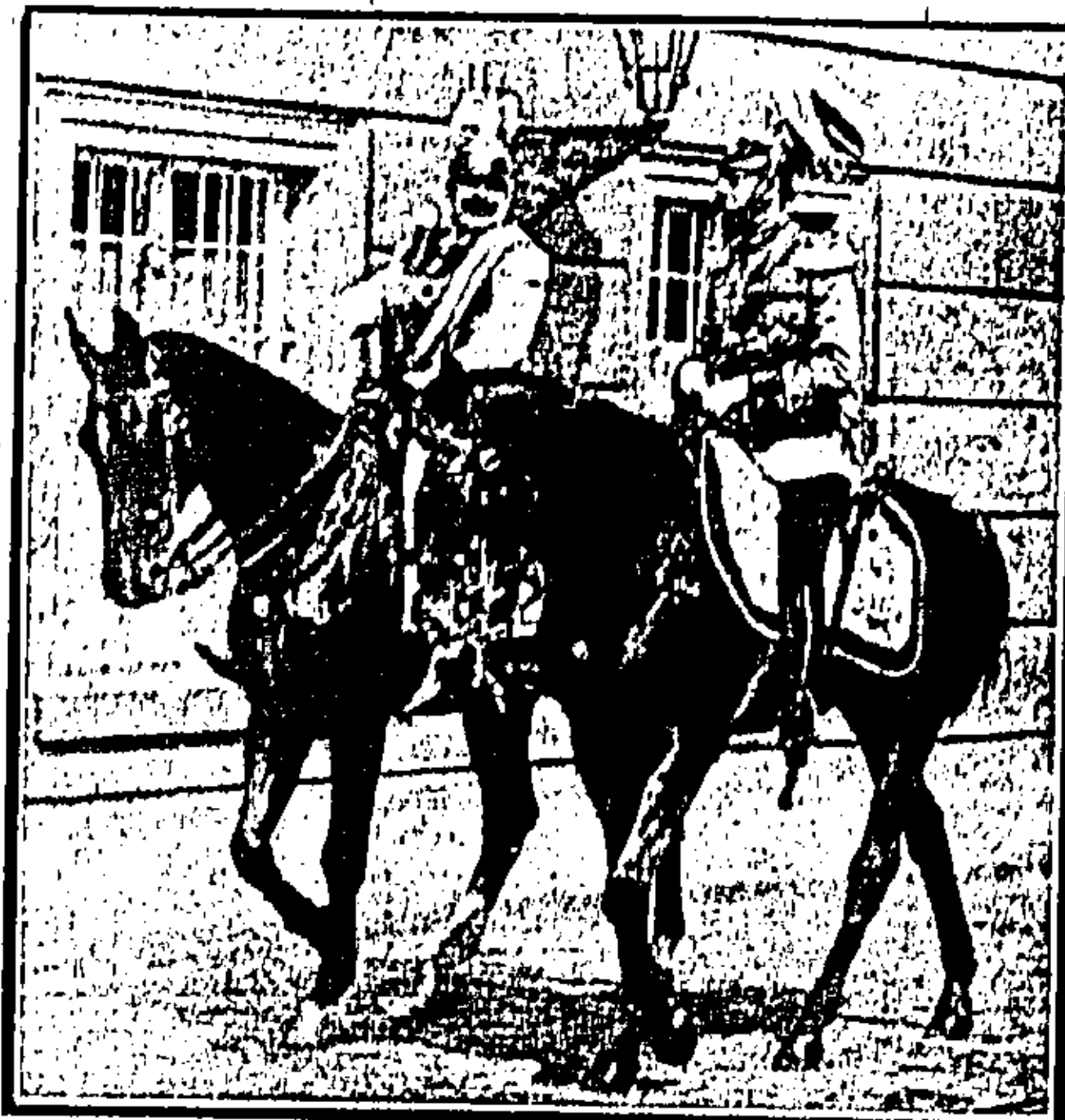
A cheery word for blinded ex-Servicemen during one of His Majesty's visits to Scotland.



A close-up snapshot of the King in mufti.



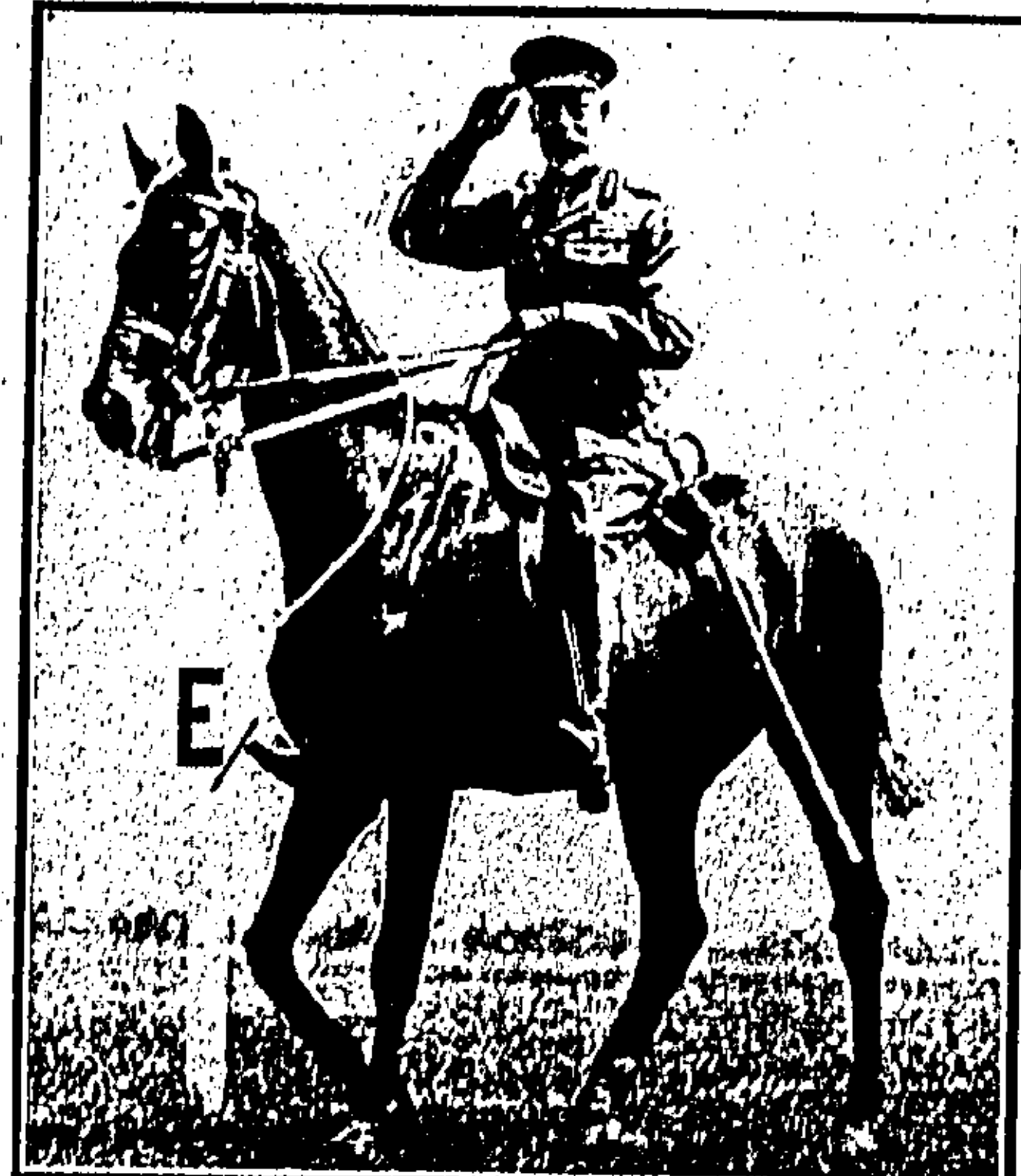
Some of his subjects shaking hands with the King in Hyde Park.



A pre-war picture, showing His Majesty riding with the ex-Kaiser in Berlin in 1913.



First photo. of His Majesty after his illness, taken in the grounds of Craigwell House, Bognor.



A typical snapshot of the King, at a military parade, taking the salute.



## 90 PER CENT. POWER WASTED.

Professor Low's Lecture on the Motor Car.

## THE ELECTRICAL PHENOMENA.

Although we may be thankful that the chemist is no longer considered to be a man who manufactures pills, or the engineer someone with a bag of tools over his shoulder, there is every reason for all of us to be humble in the face of science, writes Professor Low in "The Motor."

We have no idea of how to cure a waste of nearly 90 per cent. in our motor-cars, from fuel to road wheels, and our ideas of electricity are still those of an attendant at a miracle. Perhaps, in the far future, we may discover that as a phenomenon of time electricity is no more marvellous than a close-up slow-motion picture of the hatching of an egg.

There is a story of Lord Kelvin who once called at the public view of a new laboratory over which he was shown by a student. At the end of his chat, still quite unrecognized, he asked, "What is this electricity of which you have been talking?"

His guide thought for a moment and replied: "I am so sorry, but for the moment I have forgotten." Back came the answer, a very human reply: "You are damned lucky!"

## Picking Up Thoughts.

I cannot say that very wonderful progress has been made since that time, for while to suggest that electricity is a phenomenon resulting upon the movement of electrons may help us to calculate the vagaries of alternating current more readily, it hardly strikes at the root of the matter. We are told by doctors that the action of the brain during thought is very similar to that of an electrical condenser, and indeed that life itself is an electrical occasion. I always like to argue that if this be true, the day will come when we can talk to each other without blowing air through our faces in irregular puffs.

It is impossible to conceive any electric action without some corresponding movement in the ether, and granted that such movement takes place during thought it does not seem altogether ridiculous to suppose that one day we may pick it up! But I am happy about it; all scientific progress is good for the world in the end, and it would be wonderful if the designer of a motorcar knew precisely what were the thoughts of those unhappy persons who are faced with choked jets on a wet night or sparking plugs which sputter every time one cupful of oil over the prescribed amounts added to the pump.

It is surprising to find how common is the error concerning one main cause of sparking plug failure. I am not concerned with the burning or melting of electrodes in high-compression engines. I know that it is not uncommon utterly to destroy a plug in a few miles of over-heating.

What appears more commonly to the owner-driver, is the possibility of obtaining a plug which does not sputter in the usual manner. I have seen mechanics, who should have known better, polishing up the actual points of a plug with emery cloth and hopelessly obscuring the spark which takes place when the plug is operated in the atmosphere. Under the compression of the engine the possible length of spark is vastly reduced, and the difficulty which the pressure causes to the passage of the current across the gap is so much increased that if there is any possibility of the electricity leaking elsewhere, it can be relied upon to do so. When an over-rich mixture is employed, or if a little burnt oil begins to work its way into the insulation of the plug right up in those dark depths which one cannot probe with a pocket knife, the current will "brush" and generally leak slowly over the conducting surface provided by the carbon at the entire expense of the spark which ought to jump merrily across the points. It is usually important that all available current should jump the gap, in order that the rise of temperature may be rapid in the work of firing the mixture.

Ingenious Plug Indicators. In its general effect electricity is surprisingly like a mixture of compressed air and water, for its pressure can be measured in volts, the amount of flow in amperes, and the resistance, corresponding to the fraction of the pipe, in ohms. When currents are passing rapidly, and when the voltage or pressure is changing many times per second, the electrical fluid, if I may be forgiven that expression, appears to bounce and swing like a pendulum restricted by a spring.

A high-tension spark, which seems to you to be a single flash, is usually a series of oscillations following each other with extraordinary speed.

One very ingenious method of employing this fact should appeal to motorists, for it has been very successfully borrowed to make a plug tester upon a novel principle. There is an apparatus which actually produces what I may call an echo of the spark produced at the plug point without causing the business end of the spark at the plug to cease its operation. In practice this instrument consists of a type of condenser into which charges of electricity are pressed during the time when the tester is connected with the plug. The discharging action of this condenser causes a spark to jump a gap on the instrument. It is so sensitive that when the spark inside the cylinder is at all feeble the high frequency value of the echo is so small that the condenser cannot be charged and no secondary spark can jump across

## SINGAPORE ROADS. Extensive Programme of New Work.

## FOUR MILLION DOLLAR PLAN.

Twenty-five miles of new roads are to be built within the Municipal area of Singapore during the next five years, says the Straits Times.

This programme has been adopted by the Municipal Commissioners, in consultation with the Improvement Trust, with a view to opening up large areas of land for building. It is expected that the acquisition of the road reserves will cost the Trust about \$1,000,000 and the construction of the roads, which will be done by the Commissioners, will cost something like \$3,000,000.

It will be recalled that a \$10,000,000 fund was set aside by Government for Singapore town improvement during the regime of Sir Laurence Guillemard. In addition, the Trust receives an annual revenue of over \$1,000,000.

There is a serious and growing shortage of suitable building land in the outer districts of Singapore, and this applies not only to bungalows, but to shop-houses and terrace houses. Nearly all the available road frontages have been built up and if the population of the city increases at anything like the rate estimated for the next decades, new areas for expansion will be essential.

In arrears with Roads. Although no accurate census has been taken since 1921, the Trust and Municipal authorities appear to regard the 1929 estimate of Singapore's population—467,000—as being very near the mark. An annual increase of roughly 15,000 is allowed for, and at that rate Singapore will pass the 600,000 mark in 10 years' time. Before that, however, the Government decennial census will presumably have replaced guesswork with facts.

There are some who believe that the phenomenal growth of Singapore during the first century of its history is not likely to be repeated in its second. Such critics declare that even if the Peninsula is developed at the rate hoped for, a large proportion of the trade will go to Port Swettenham and Penang, and that Singapore may soon reach its zenith. In any event, however, Singapore is already in arrears with its roads.

Six Main Arteries. Two years ago there were 28 miles of road in the Municipal area to every 100,000 of population as compared with the Penang figure of 48 and the Colombo figure of 44. The proportion is always higher in smaller towns (Colombo's population is only 259,000), but even so the programme recently approved will only bring the Singapore proportion in five years' time to what it was in 1927—assuming an increase in the population to be approximately 520,000.

There are six main arteries to be dealt with. The first two lie on the north and south sides respectively of Jalan Besar. Another is in the Kampong Java district. The 75-acre area at Tiong Bahru, which is being developed according to an Improvement Trust layout, is a fourth, and there are also the Telok Blangah and Siglap districts and the district lying between Newton and the Municipal boundary on the Bukit Timah Road.

The Jalan Besar schemes are close to congested districts and should stimulate building very quickly. The Kampong Java area is a comparatively small one, though also useful from a building point of view. There the main developments will consist of the extension of Norfolk Road from Jambatan Merah to Malvern Road, the extension of Owen Road to meet the new part of Norfolk Road and a new road parallel with Dorset Road and Norfolk Road. About 60 acres are also to be developed for building.

Getting Shocks. The recent spell of frosty weather has served to illustrate one further interesting electrical phenomenon. Cold dry air is a good insulator, so it is possible to demonstrate the fact that to charge the body with electricity is reasonably safe so long as the body cannot discharge itself suddenly again. You will find that if you stand upon a really dry floor without touching any metallic part of the car and firmly clutch hold of a sparking plug, the effect will only be that of a very slight prickle occurring as the first gentle spark leaps into your body to charge you up. Touch the wet foot with your finger and allow your body to discharge and the current to flow, when you will find that result quite different!

So-called static electricity is easily set into motion to charge the surface of insulating material in dry weather. Rubbing a fountain pen to pick up a piece of paper is one example of the fact that a charge of electricity induces, just like a magnet, another opposite charge upon a small insulating particle placed near to it. The two oppositely situated charges endeavour to clash together and produce attraction. The crackle caused by drawing a silk vest over your head in frosty weather is another simple case in point. It has been seriously suggested that static electricity might be employed for ignition purposes.

Foggy weather promotes many interesting observations. It suggests that there might be various forms of ray capable of piercing fog more effectively than white or grey light. It has even been stated that polarized light, that is, light in which it is said that oscillation of the particles is taking place in one plane alone, might in some way be employed in order that the particles of fog could remain invisible.

A less extravagant idea is that infra-red rays, merely the heat rays from the red end of the spectrum, could be used to actuate some form of device which in turn would convert the ray to a type of light which could be seen by our eyes. This, in the main, is what has been called "noctovision." It is only the accident of birth which renders our eyes sensitive to light which falls within a certain definite series of wavelengths. It might well be that creatures of Mars see by what to us is heat or by what we call X-rays. In this case, walls to them would be almost transparent.

This business of infra-red rays is interesting because it is possible to take photographs by heat in a dark room. The method was described many years ago and with modification has been used to measure the temperatures of the heavenly bodies and of air-cooled cylinders. It is claimed by some experimenters that there is no difficulty in taking a photograph by the invisible light of a kettle of hot water, always assuming that specially sensitized plates are employed and that a rock salt lens is used, as ordinary glass would cut out the infra-red rays.

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## Suing the Tyre to the Service-

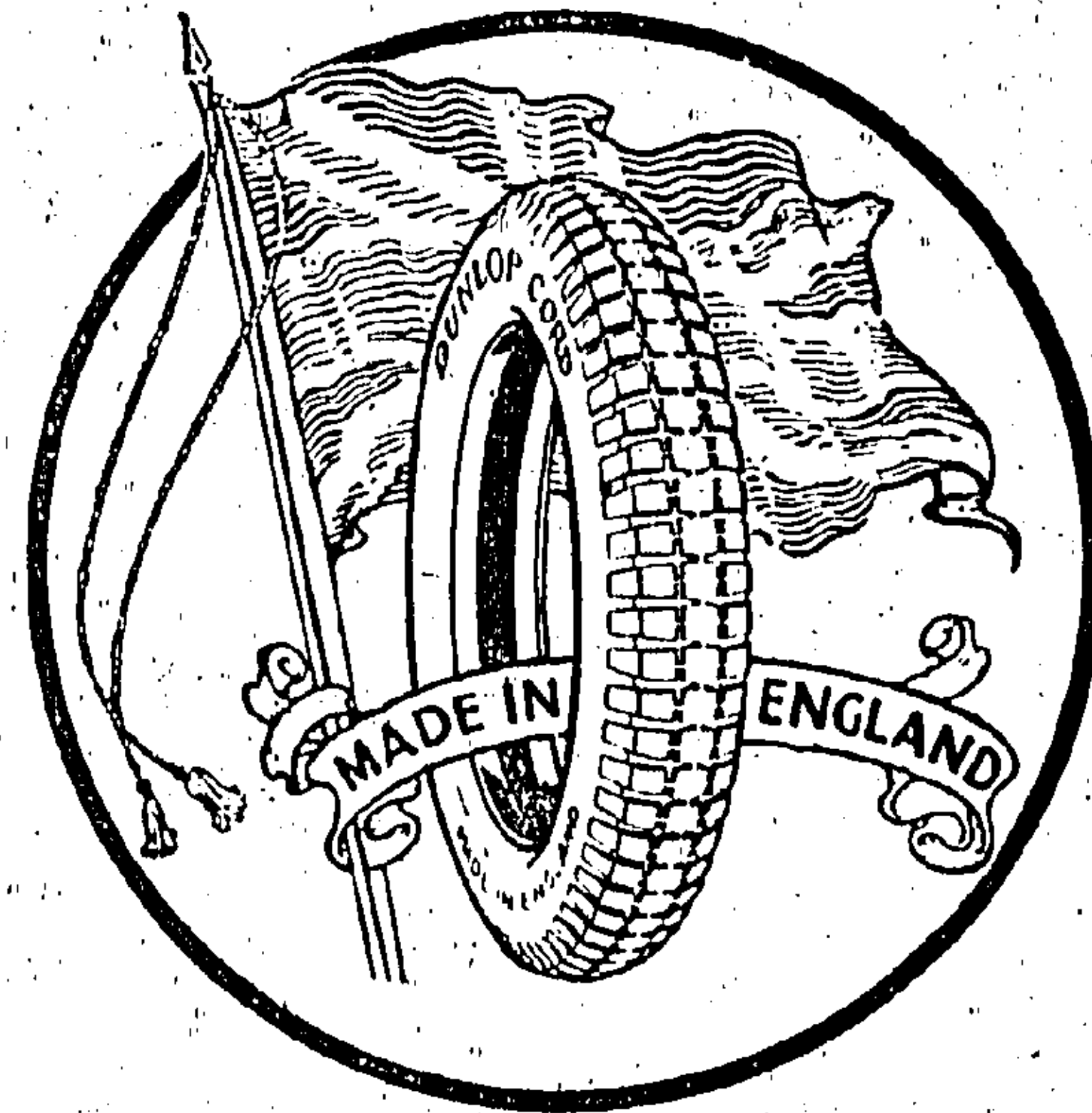
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## Siglap and Telok Blangah.

Coming to more spectacular developments, the programme includes a new main road connecting Chint Road, running through the newly acquired Siglap area, and, in the same district, a new road cutting across from Grove Road to Geylang Road at the junction of Paya Lebar Road. The latter will penetrate an area which at present is served only by lorongs. Another interesting project is to open up the Telok Blangah district by constructing main roads

to connect Kampong Bahru Road with Ayer Rajah Road and Tanglin Road. The Tiong Bahru area will also be given a connexion with Tanglin Road.

Returning to the eastern end of the city, the new King George's Avenue, which is to cut across from Syed Alawi Road, between Jalan Besar and Kallang Road, to Lavender Street, will be extended to meet Al Junied Road, and from Al Junied Road it will be carried out in the direction of

Paya Lebar. Provision has also been made for a road from Jalan Besar to McPherson Road. Land well suited for first-class residential building will be opened up by the new Duncan Road from Newton to the Municipal boundary, by a road branching off Bukit Timah Road near Stevens Road and connecting with Thomson Road and by a road connecting Adams Road with the Golf Courses Road. A connexion from Serangoon Road to Kim Keat Road is another useful scheme.

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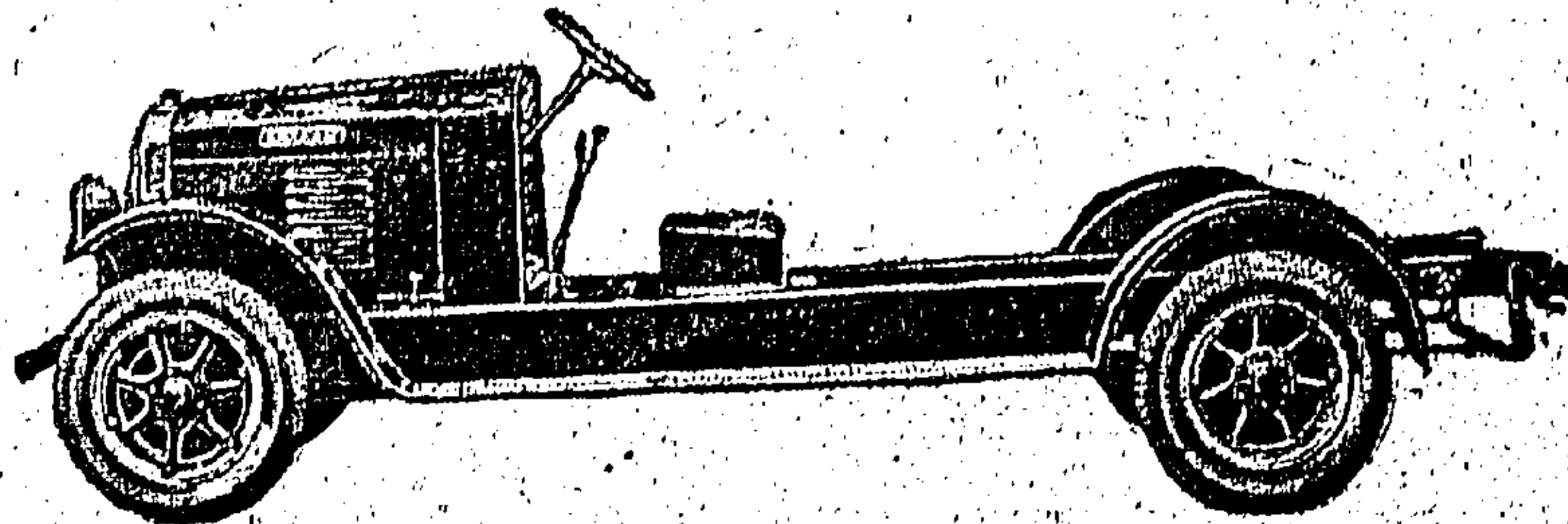
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350 c.c. 1st on M. & G. M.A.G. engine  
500 c.c. 1st on M.A.G. engine  
750 c.c. 1st on M.A.G. engine

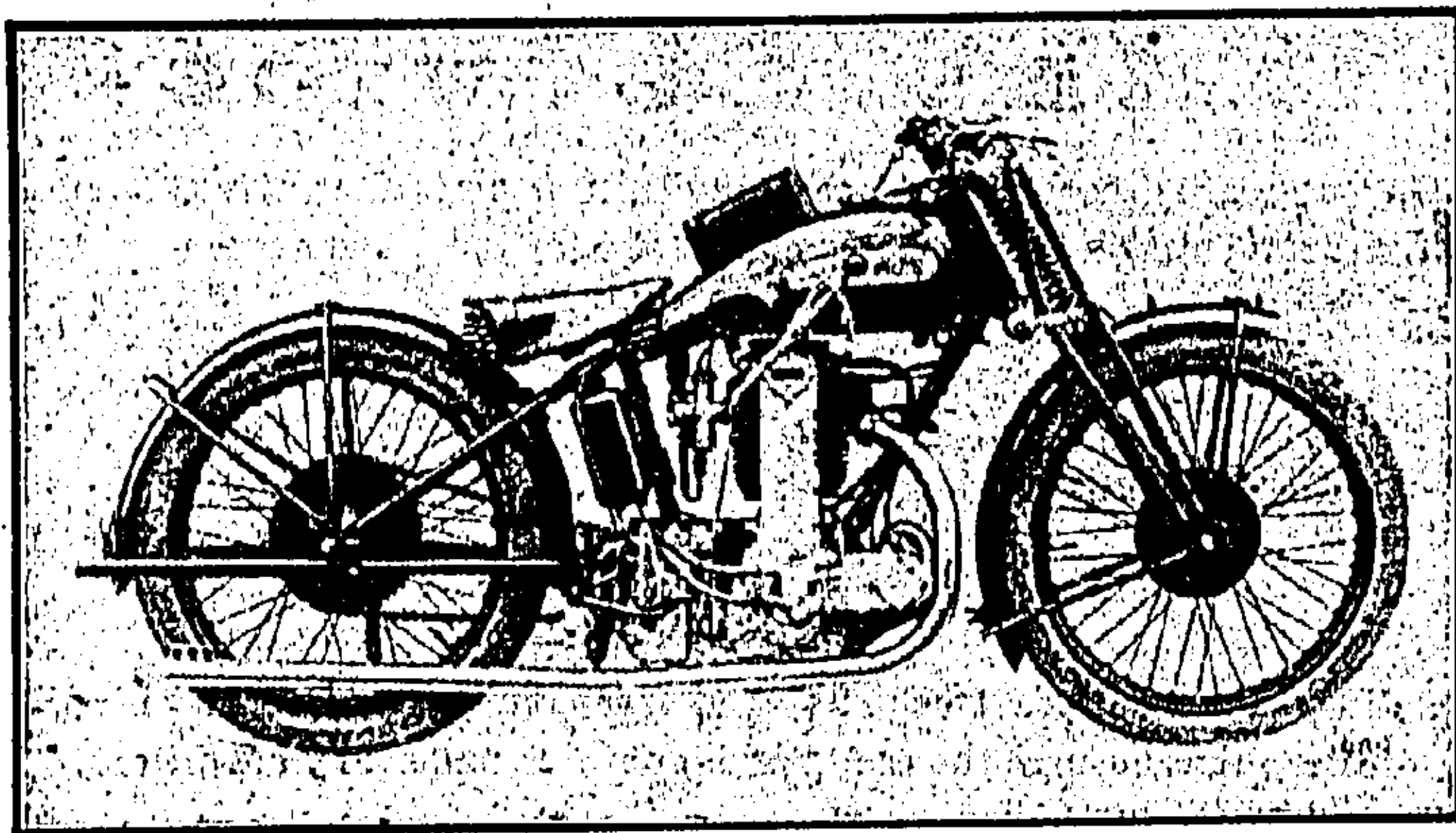
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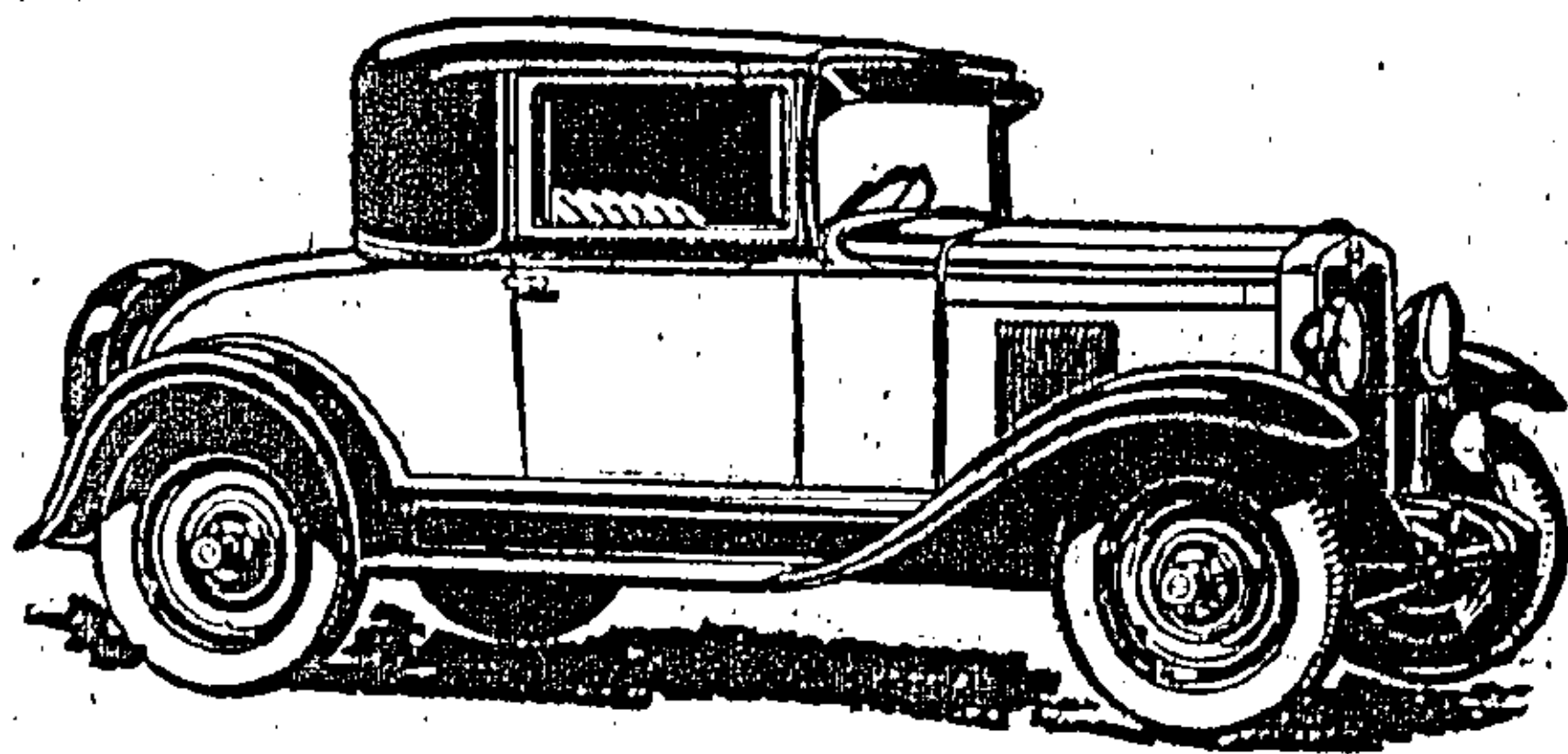
Here no mass production methods are employed. Individual care and attention must be given to every part and each assembly less that standard of A.J.S. efficiency, recognized the world over, should in any way suffer or the reputation of these famous machines lose its high esteem.

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### DEVELOPMENT OF THE MOTOR CAR.

#### The Third Climatic Phase.

The automobile has reached the third climatic phase, which features the growth and development of every essential product, and is now entering the most permanent and stable period of its public utility, in the opinion of Walter P. Chrysler.

Chrysler sees in present automotive trends the most conclusive evidence of continued national prosperity. "All new inventions which are ultimately to become essential factors in human life and in the advancement of civilization must pass through three great stages of development," says Mr. Chrysler.

Naturally, the first experimental cars were costly. If the motor car was to grow in public use and become an essential factor in modern life, stability had to come.

#### Second Stage.

"The second phase was the production of more nearly standardized types in such volume that they should be within the economical reach of the mass of the people.

"Henry Ford set the pace through the long years of the second phase, the period of low-cost cars. A step behind him came the great quantity production era. We thought then that the ultimate status of our industry was attained. Great plants sprung up. Quantity became the keynote of automobile development. Then, logically following it, was an era of over lowering prices. In spite of the interruption of the war period the downward trend of prices continued steadily, with quantity output ever growing.

"An inevitable reaction from quantity production and how prices a demand for quality. The universality of that trend, affecting all essential products, suggests that it is perhaps more sociological than economic. When any article universally needed becomes cheap enough for practically everyone to possess it the demand for higher quality better style and greater luxury follows quickly.

"Since 1924 the demand for quality has become universal. It has changed the character of automotive vehicles most radically. It has remodelled factories

until not a car that I know of has escaped the necessity of conforming to a new public conception of what constitutes value in a motor car. Mr. Ford's latest product is his recognition of the public demand for modern luxury, modern performances and higher quality.

#### Quality Production.

"We are now arrived at the third and most permanent phase of our industry; the problem is now quality car production on the most economical basis.

"Quality can no longer be the exclusive prerogative of the large and high-priced car. Miracles of manufacturing have been accomplished in the past five years, and these miracles have all demonstrated the practicality of building the finest quality cars in large quantities, and thereby giving the greatest values in a quarter century of motor car manufacture.

"It is my judgment that motor car manufacturers can never again afford even the slightest sacrifice in quality for the sake of price. Quality, from the lowest to the highest priced cars, is here to stay. It is an absolute essential of the modern car.

#### Prices May Rise.

"With the faster movement of traffic we must have cars that are comfortable at high speeds, that take turns without dizzying side-sway, that pass over ordinary road inequalities without uncomfortable jolting. These are qualities that attach only to finely built vehicles.

"With the greater volume of traffic, moving at higher speed, cars must be under instant control. No longer will the public drive or ride in cars that are hard to steer, that have stiff clutches, in which the gears shift with difficulty, or which cannot be decelerated even more rapidly than they pick up speed.

"More cars are at the approximate ebb tide of low prices if we are to see quality and value sustained, and it is my belief that any further price changes in the automobile industry are more likely to be upward than downward."

### FIRST MOTOR RACES.

Fifteen Miles Per Hour.

#### THIRTY YEARS AGO.

Thirty years ago, before the public knew the lure of filling stations, "hot dog" stands and campsites, French automobile enthusiasts had already organized long distance races under ordinary road conditions, to prove the fitness of motor cars for touring. Causing great excitement in France and only a few ripples on this side of the Atlantic, one of the first of these contests was run from Paris to Bordeaux and back, in June, 1895. There were "two American participants, Mr. Gordon Bennett and Mr. Vanderbilt," according to an account of early tests in France written for "The North American Review" in 1899 by the Marquis de Chasseloup-Laubat.

Lovassor, the famous French motor car builder, won the Paris-Bordeaux race. He made the round trip of 738 miles in 48 hours and 48 minutes. "He supervised the machine himself constantly except when ascending an occasional incline, when the rate of speed was comparatively slow and when he had entrusted the lever to his mechanic. Yet he did not appear to be over-fatigued; he gave the final signal to the registering clerk with a firm hand and took with great relish a cup of bouillon, two poached eggs and two glasses of champagne."

The winning "carriage" was a "petroleum vehicle," and the outstanding feature of the race was the triumph of gasoline over steam. Of the 15 gasoline cars which made the start, eight got back to Paris, while only one of the six steam-driven "carriages" managed to stick to the finish.

An Adherent to Steam. The Marquis continued to be an adherent of steam, however. In the second big race, from Paris to Marseilles and return, in September, 1896, he and his brother drove a steam-propelled car, but they never got further than Lyons (about 315 miles from Paris), and they were eighty-five hours in covering that distance.

"We spent forty-seven hours on repairs on the open road," he confessed, "part of that time in a drenching rain. Almost every part of the mechanism was out of order, and we had every conceivable except an absolute explosion of the boiler. We ran down a dog, overturned two carts (whose drivers, frightened at sight of our enormous machine, turned to the left at the last moment), upset a cow, and finally broke down a fence in trying to make a turn on soft and heavy soil."

Among other recorded misfortunes, one car in the Paris-Marseilles race was defeated "in consequence of a rupture in its large pneumatic tyres, which M. Michelin had fitted to it without having studied and perfected them sufficiently." As to speed, the "mean velocity" of the winners in these two contests was about fifteen miles an hour; with a maximum of eighteen to nineteen maintained throughout several hours in a level region.

Carried away by what he saw coming in the future, the Marquis prophesied the expansion of suburbs, with the possibility of a man's living ten or fifteen miles from his office, and a revolution in rural conditions.

It was in 1899 that he published these opinions, but the average American could scarcely have warmed up to them. A year later the Secretary of Agriculture, James Wilson, in discussing the problem of goods roads for "Harper's Weekly," never so much as mentioned the automobile.

brought the great car to a speed record that may never be equalled, owing to the American Automobile Association's decision to halt all further speed trials this year and the general feeling against this type of test.

### PERFECT STEERING.

Marles System on Nash.

USED ON SEGRAVE'S CAR.

Perfect steering control was a major factor in enabling Maj. H. O. D. Segrave to send his 900 horsepower Golden Arrow race car over the measured miles of the famous Daytona Beach race course at the terrific speed of 231.362 miles an hour for a new world's speed record. On the completion of his great run, the speed champion declared that the Marles steering gear, employed on the powerful British car, which is the same type as that used on Nash Advanced Six "400" models, gave him "the complete satisfaction."

Nash Motors Company engineers followed the performance of this steering system and the Major's masterly use of it with intense interest. They see in his flashing success another powerful illustration of the importance that sturdy, dependable and highly sensitive steering systems play in modern motoring and safeguarding the lives of all drivers. For the slightest deflection from the course at that terrible speed spelled certain death for the gallant pilot.

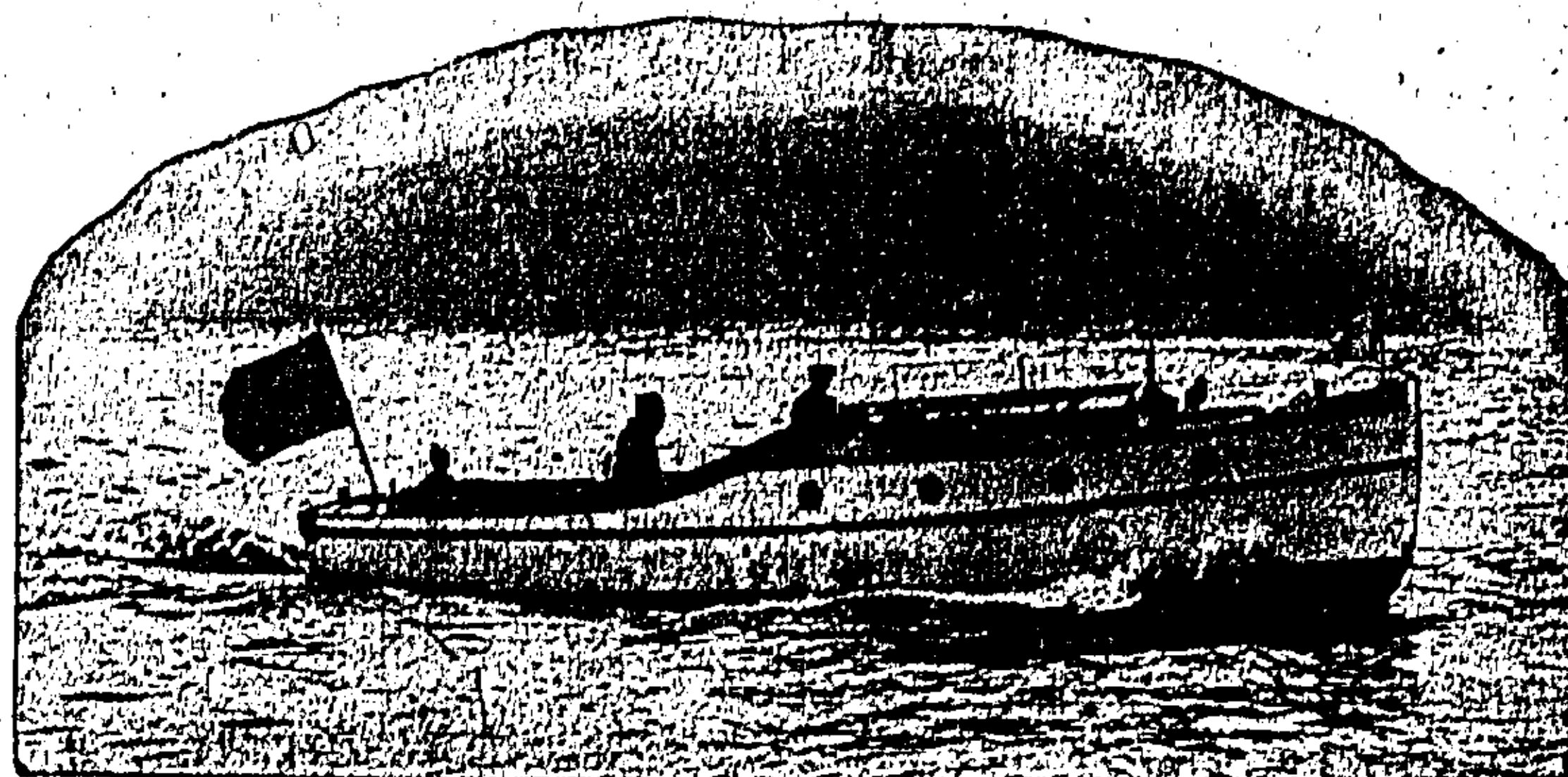
The average motorist, they point out, will never have to subject his steering system to the awful strain

it had to undergo in the beach speed trials, but the drivers of Nash Advanced Six "400" models are doubly secure in the knowledge that the same type of Marles gear that brought Segrave through is used in these famous stock cars.

This system, which supplies the new Nash cars with the easiest steering control so far achieved, was developed to its present perfection through the co-operation of Nash and Gammor Manufacturing Company engineers. Chief Engineers of The Nash Motors Company worked personally with Gammor experts in improving and perfecting the Marles gear, and share in the credit for its remarkable efficiency.

Steering the powerful special racers over the Daytona course at nearly four miles a minute requires absolute accuracy on the part of the steering gear. Maj. Segrave employed rifle sights for his run and aimed the Golden Arrow as though it were a high calibre projectile. He had red bullseye lights suspended over the middle of the course and guided through them by two special sights. One was a device of crossed wires set in a circle on the nose of the car which centred with a naked rifle sight on the cow. He declared after the run that the lights, and sights saved him from disaster when he ran through eleven patches of water which sent his tyres plowing a half inch into loose sand. It was here that the steering system on the Golden Arrow did its heroic work and

### AN IDEAL CABIN MOTOR CRUISER.



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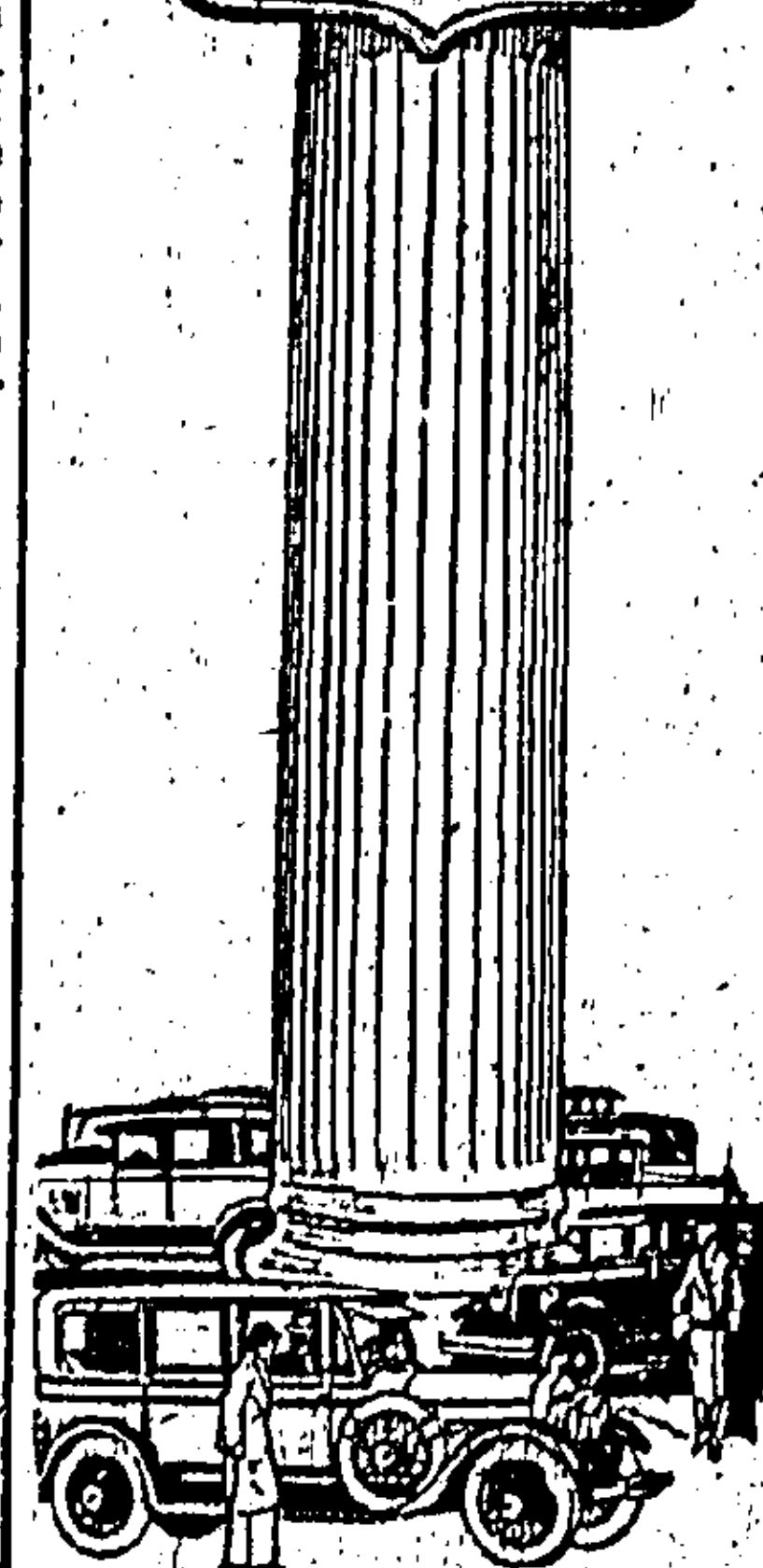
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## SPEEDWAY FOR SINGAPORE.

## Dirt-track Racing to Start Shortly.

In a few months time, possibly in September, Singapore will have fallen in line with most of the cities of Europe, the United States and Australia and have a motor-cycle dirt-track of its own. Such is the scheme of an Australian business man who is now in Singapore finishing the preliminary details before beginning the construction of the track. A site has been obtained, plans drawn up and riders engaged, and

now little more remains to be done, before building operations are started.

Mr. F. Heron Pitcher, the promoter of the scheme, is enthusiastic about the prospects of dirt-track racing here. He describes the sport as the most thrilling invention, and says he has had ample evidence that it will have a great appeal to all classes in Singapore. "Some people are rather sceptical about it coming to stay," he added, "but I have no doubt that once the people see the races, they will want more. Besides having some of the greatest experts of the dirt-track in the world performing on the Singapore track, opportunities will be given for local amateurs and professionals to race for which trophies and cash prizes will be given. I have had many promises, from motor-cyclists of all nationalities, including many Europeans, and I have no fear that there will be a dearth of riders."

## Coaching for Local Riders.

Continuing, Mr. Pitcher said that he had made arrangements for twelve of the foremost riders in Australia to come to Singapore, but owing to the delay in completing the preliminary matters about the site, these men had had to proceed to England on contracts there. However when their European contracts were completed he is certain they will come to Singapore. He had been fortunate in retaining the services of Sig Schlam, who is described as the "idol of Australian Dirt-Tracks," who will supervise the laying down of the track, and will be available for coaching local aspirants to fame on the speedway.

The situation of the track is in Upper Serangoon, at the top of Alkuff Avenue. The latter is a new road which starts at the junction of Upper Serangoon Road and MacPherson Road. The site is 11½ acres in extent, the majority of which, of course, will be taken up by the racing track. The other part has been set aside for a pavilion and grandstands, raised banking, workshops, refreshment rooms, etc. The track will be one of the latest in design, and similar to the new tracks in England. It will be oval in shape, and the distance round will be 440 yards. A firm foundation will be covered with pulverised cinders, and will slope from a height of 2 inches on the inside to 9 inches on the outside. It is expected to attain speeds of well over 50 m.p.h. A wooden safety fence will be erected on the outside of the track, this being for the purpose of preventing riders going off the course when cornering, and also providing them with a kind of "buffer" to steady themselves. This fence

will also serve to keep the cinders in place. The bends are 50 feet in width, and the straights, 33 feet wide.

## Betting Prohibited.

One of the main features of the track will be the illumination. This part of the scheme is in the hands of a company which has already put installations on the foremost tracks in England and the continent. The track will be illuminated to the extent of 210,000 candle power, by lamps suspended in couples all round the track. At the corners, of course, the lights will be more numerous. The lamps will be masked with triangular reflectors, so as to concentrate the light on the track. They will be set at an angle facing the direction of the race, so as not to blind the riders. They will also be masked from the spectators as much as possible.

As far as can be determined at the present time it is expected that races will be held on two evenings a week, on Wednesday and Saturday.

One of the main objections that has been raised against the suitability of a speedway in Singapore, is the opportunity it will give for gambling. The religious sects, etc., we understand, have put forward this objection, but they can rest assured that the prevalence of a dirt-track will not increase facilities for betting, for one of the conditions the management has laid down is that gambling will be strictly prohibited. There is little doubt, however, that people will make wagers among themselves, but no one can argue effectively against that. The main point, however, is that betting will not be allowed officially.

## Riders, Machines Insurance.

In the matter of visits of "crack" riders, from Australia the promoters do not expect to experience any difficulty. In Sig Schlam, who will be permanently engaged here, they have one of the foremost exponents of the sport in the world. His fame is well-known in England and one of the trade papers comments about him in the following manner: At a meeting at Perth, Sig Schlam proved himself to be one of the best riders ever seen there, although the track has been visited by all the "cracks". Although he is very occasionally beaten by a faster machine, he never seems to succumb to superior riding ability. Other riders, whose names are practically household words in Australia, and are now enhancing their reputations in England, who will visit Singapore soon after the opening include Parsons, Duckett, Chapman and

Chick, while Fay Taylor, the world's woman champion of the dirt-track, has expressed her willingness to come.

With regard to machines, at first riders will have to use their own motor-cycles and those which are not adapted to track racing will have to be dismantled and made suitable. However it is confidently expected that a firm of importers will get out the specially designed dirt track machines.

Another important matter which is at present under consideration is insurance facilities for riders, and the promoters are already negotiating with companies in England who undertake similar business in connexion with the Home tracks, and are confident of getting facilities extended to Singapore. Riders, in England, pay 7s. per night, and are fully insured for all mishaps.—*Straits Times*.

## GAS COST VARIES.

Gasoline prices in European countries vary from 21 cents a gallon in England to 53 cents in Italy. In Austria gas is 26 cents, in Belgium 27 to 32 cents, in France 32 cents, in Germany 25 to 28 cents, in Switzerland 35 cents and in Spain from 32 to 50 cents.

## INEFFICIENT.

It is said that efficient use is made of only 9 per cent of the gasoline consumed by an automobile. Engineers say that 38 per cent is lost through the exhaust, 28 per cent is absorbed by cooling water and 16 lost in heat radiation.

## SMALL, BUT NUMEROUS.

At least fifty per cent. of the cars on the road in Great Britain have motors of less than 12 h.p.

## KNOCK THEORIES.

## Power Efficiency of Petrol.

## TWO IMPORTANT FACTORS.

Few people, as they gaze at their ideal car, have a thought for that necessary complement—the fuel that makes the wheels go round. Yet it is just as important to have a perfectly produced fuel as it is to have a perfectly manufactured car. Fortunately, with the advance in automobile engineering has gone an even more marked advance in the science of oil-refining and the blending of motor fuels. Much valuable research work has been carried out at the instance of the large oil companies on the behaviour of petrol mixtures in the internal-combustion engine. The Empire Motor Fuels Committee has had similar researches carried out on the behaviour of alcohol and alcohol-ether mixtures. Some review of the results of these fascinating experiments may help petrol consumers to appreciate the problems of the petrol producers.

However little motorists may know about the petrol they use, they will judge it quite rightly, by the degree of its tendency to "knock." The joy goes out of motoring when one hears that hateful "pink."

"Knocking" means loss of power and economy. The spark has to be retarded, and the mixture enriched, which means that the engine gets hotter and more petrol is consumed. Freedom from "knocking," on the other hand, implies that the car will stand an advance spark, even up hills, so that the engine keeps relatively cool and less petrol is consumed. In other words, more power is obtained at less cost. Clearly, the tendency to "knock" is the outstanding factor determining the practical value of a petrol. Compared with

this all other considerations are of secondary importance. But what exactly is a "knock" or "pink"? Probably not one in a hundred motorists could give a correct answer.

## Little Exact Knowledge.

The truth is that there is little exact knowledge even now of the behaviour of the exploded petrol mixtures in the internal-combustion engine. Every explanation of a "knock" is in the nature of a theory. Mr. H. R. Ricardo's theory is, perhaps, the one generally accepted. In more or less his own words, when the mixture of petrol vapour and air is compressed to a high pressure and to a temperature approaching that of its self-ignition temperature, and is then ignited by the spark, the flame at first spreads by the normal process of combustion, compressing before it the unburnt portion of the charge. When the consequent rise in temperature of this unburnt portion is more rapid than the rate at which its heat can be given off, the spontaneous ignition takes place, and an explosive wave is set up which strikes the walls of the cylinder with a hammerlike blow causing the familiar "pinking" or "knocking," which the scientists call "detonation." It is quite different from pre-ignition proper—that is, from self-ignition of the mixture of petrol vapour and air before the passage of the spark. But "knocking," if persisted in, will so raise the temperature of the points of the sparking plug as to cause pre-ignition. How, then, is "knocking" to be avoided?

Mr. Ricardo has proved that "knocking" is less the lower the rate of burning of the fuel. The reason for this, according to his theory, is that if the rate of spread of the flame is sufficiently slow the unburnt portion which is being compressed can get rid of its heat quick enough to avoid self-ignition. In all cases it seems that a low rate of burning is advantageous. No motor fuel has yet been found of which the rate of burning was too low to permit of maximum efficiency being obtained in the highest-speed engine yet tested.

## CONVERSION OF A PRINCE.

## Ardent Royal Motor Cyclist.

## BUYS BRITISH MODELS.

Prince Carl, Jr., of Sweden, is one of the latest converts to the sport of motor-cycling. When other Swedish princes concentrate on skiing and skating, Prince Carl prefers motor-cycling, and states that he will never tire of it.

He also takes an interest in the mechanical side, for, to quote a translation from a Swedish paper: "It was among oil, cotton-wastes and clamorous machines" that the journalist found him. Although several Swedish machines are made, Prince Carl rides a British Ariel, of which he has just taken delivery. He rides both solo and sidecar, but prefers the "further category" since there is more excitement "when having two wheels under the machine than three."

Prince Carl would much like to compete in ice or dirt track races, but states that there are certain obstacles in the way of it which will be very hard to surmount. He is not so interested in reliability trials which, in his opinion, "cannot sportively be equal to speed races."

Mr. Ricardo next showed that the rate of burning was affected by the chemical composition of the petrol—this is, by the relative proportions of aromatics, naphthenes, and paraffins it contains; that the smaller the proportion of paraffins the better from almost every point of view; and that a certain proportion of aromatics, estimated at about 20 per cent. for the majority of commercial motor engines, practically eliminated the tendency to "knock."

## NOTICE

TO

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All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

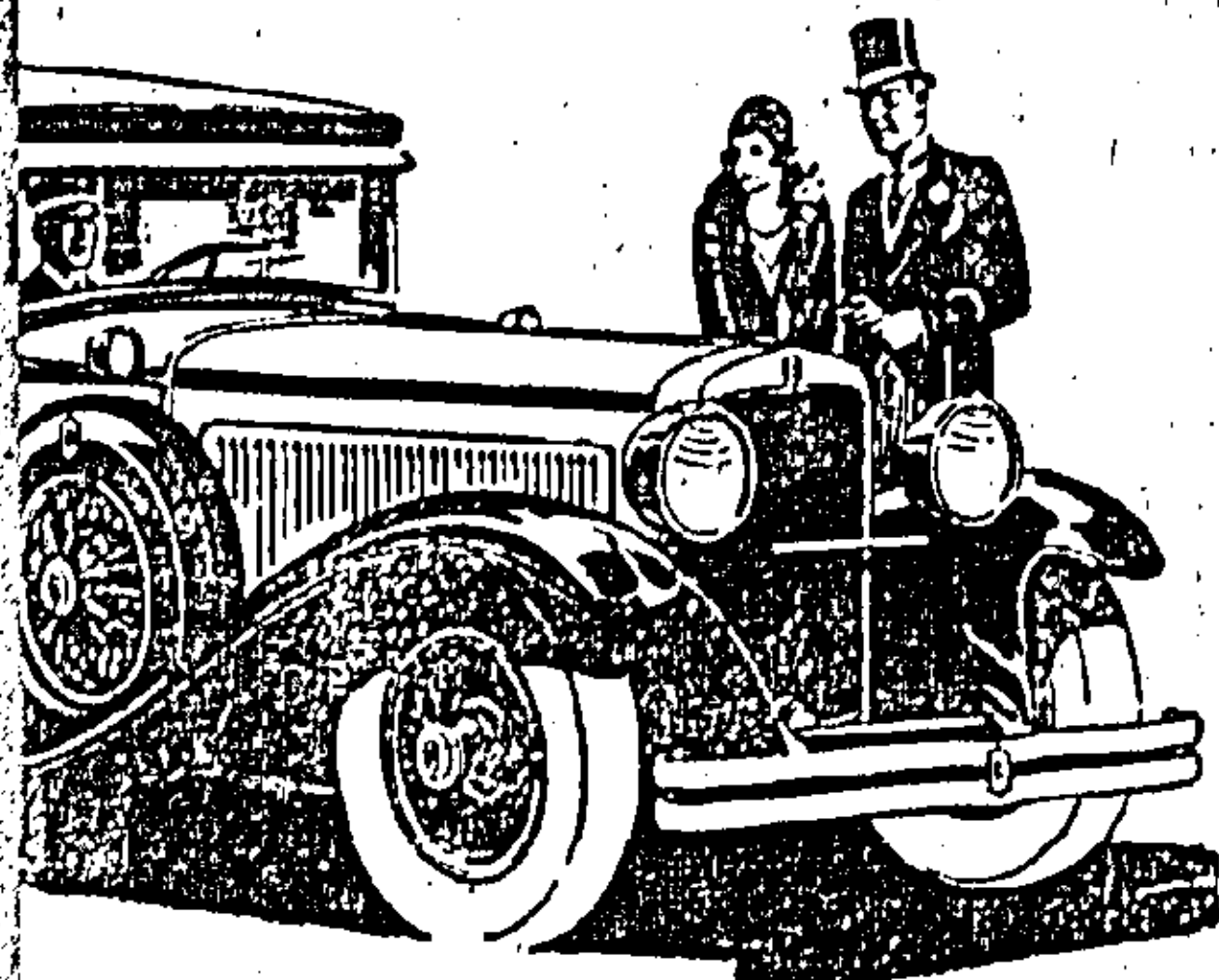
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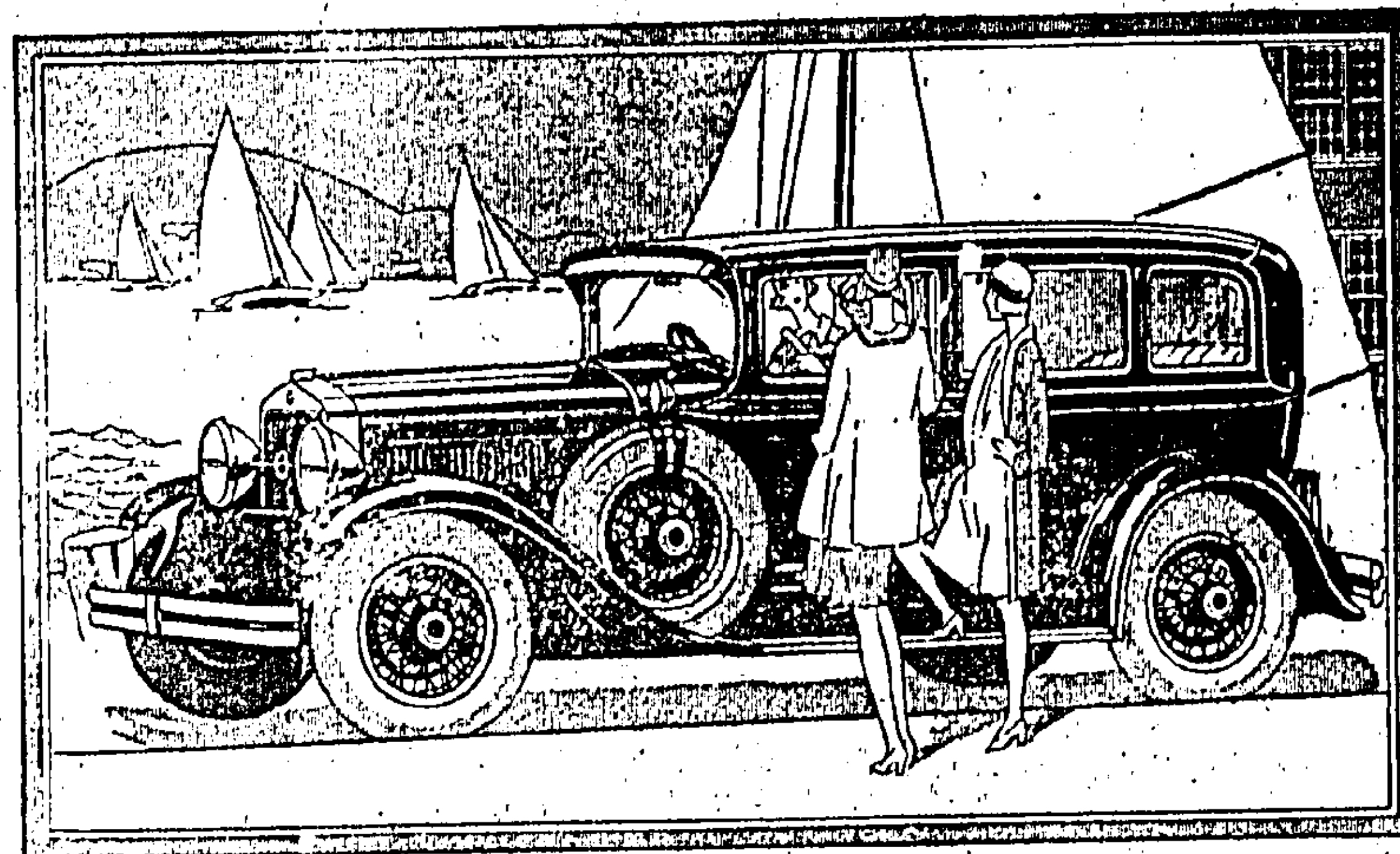
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# HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

PRECAUTIONS AGAINST SKIDDING ACCIDENTS.

Other than careful driving, chains offer the only protection. Keep them on whenever roads are icy, snowy or muddy or greasy from fog or light rains. Don't rely too much on anti-skid treads, for their holding power is low when road surfaces are wet, because water is a pretty good lubricant for rubber. Whenever you are driving on a slippery road, keep constantly in mind the fact that you cannot stop your car nearly as promptly, without the danger of sliding and perhaps turning around, as you can on a dry, bare road. Never for a moment forget this or fail to act upon this knowledge. Use the utmost foresight to avoid getting into situations which require juddering of brakes, by keeping a liberal distance from other vehicles, by driving very moderately at all times and by slowing away down when approaching blind crossings or when about to turn into an intersecting street. The most effective safeguard against skidding is low speed, especially because a reasonably prompt stop can be made without violent braking. Keeping well away from other vehicles, trees, the curb and other objects reduces the danger of damage in case skidding takes place. Avoid sudden abrupt turns at any but the very slowest speeds, on account of the likelihood of sliding. Make all steering movements as gentle and as slight as will give the desired change in direction. Don't cut in or out of the straight path more suddenly than necessary. On very slippery roads don't "step on the gas" too suddenly, especially when rounding a curve or when the car is on a steeply crowned or "sidling" road. The best all around rule for skid prevention is: Steer gently, brake gently and accelerate gently, for this will help to prevent the wheels from losing their rolling contact with the road. "Dash-

ing" driving has no place on icy roads. Do as much of the slowing down as possible by throttling the engine rather than with the brakes, and if a skid commences let up on the accelerator, keep the clutch in and let the wheels take hold again. If skidding occurs from brake application and there is plenty of room, the obvious course is to let up on the brake enough to allow the wheels to take hold. In ordinary rear-end skidding (or more properly "sliding") the car is always to be steered to the side toward which its rear-end is slipping, in order to keep it moving straight ahead.

## Trouble in Rear Axle?

Question:—My car runs jerkily at low speeds around 15 m.p.h. and it feels as if the trouble was in the differential. Sometimes it seems as if there were a flat tyre. The carburetor has been reset and the ignition system has been checked over. What is your idea as to this trouble?

Answer:—We assume that, if the engine were missing, you would be aware of it and, as you do not say that it is, it is more likely that there is trouble in the rear axle, especially as you speak of a "feeling like that produced by a flat tyre, which would indicate that irregular gear action in the rear-end was the cause of the jerkiness of which you complain. You better have the rear-axle disassembled and carefully inspected for incorrect adjustments, worn bearings and damaged gear-teeth. We suppose that this axle is properly lubricated, with a sufficient quantity of fluid lubricant. If not, this may be a factor in the trouble you are having.

## This Truck Shimmy.

Question:—We have trouble with the steering of our truck and have to tighten and

## ARMoured CARS.

For U.S. Cavalry.

LA SALLE AND PONTIAC.

The latest addition to the United States Cavalry is an armoured car troop. Just as the infantry found tanks effective in combat and has adopted them as part of its armament, the cavalry has found armoured cars similarly useful, particularly for reconnaissance and communication purposes.

Upon completion of the U.S. War Department's exhaustive tests to find out what cars were best able to withstand the rigorous stress of army life, two stock General Motors cars—a Pontiac six-cylinder and a LaSalle eight—were chosen as the most powerful and practical for military purposes.

According to Major-General Herbert B. Crosby, Chief of Cavalry, who supervised the tests, "Heavy armour upon armoured cars would reduce their mobility, speed and employment over ordinary country roads and bridges. Armoured cars should be constructed on a strictly commercial chassis, procurable in quantity in emergency. Given the chassis, armour plate and the necessary specifications, any machine-shop should be able to

loosen the drag-link almost every day, but the truck shimmy no matter how we adjust the drag-link. Will tightening the cross-rod eliminate the shimmy?

Answer:—We cannot understand why you change the drag-link adjustment so often. If you take up existing lost-motion at its ends you have done all to it that you can to guard against shimmying. The springs at its ends, if they are in good condition, should prevent slack in it. The cross-rod (tie-rod) should be free from lost motion at its ends and so adjusted as to length that it holds the front wheels nearly parallel, with a toe-in of perhaps three-eighths inch. Possible causes of shimmy are: Settling of one or both of the front springs, which throws the steering knuckles out of correct inclination. Looseness of knuckle-pins in the bushings in the knuckles. Backlash in the worm-and-wheel gear in the steering column housing.

quickly turn out armoured cars. "Armoured cars are essential components of both cavalry and mechanized forces," said Major-General Crosby, "and eventually will form part of all large forces. We have two types of experimental armoured cars, the 'medium' and the 'light.' The nobility and speed of the armoured car are its essential characteristics and these very characteristics make it a difficult target."

## The Car Chosen.

The light armoured car chosen by the U.S. Army is a Pontiac six-cylinder, carrying a crew of three men, (one driver and two gunners). Its armament consists of 30-calibre machine-guns; rear gun on anti-aircraft mount with a cruising radius of 150 miles. The car is armoured against 30-calibre bullet in front of the driver. It is built on a standard chassis, equipped with 32 x 6.30 inch balloon tyres. It has four-wheel brakes and standard equipment. The chassis has a 108-in. wheel-base and is equipped with shock absorbers. The car carries 5,000 rounds of 30-calibre ammunition. It resembles very closely the present so-called "cross country car," except for the armour in front of the driver's seat, the machine gun and the six-cylinder engine with which it is provided instead of a four cylinder.

The windshield has been removed and a one-fourth inch armour installed in its stead. This armour is of height sufficient to permit the driver to look easily over the top. A belt of armour also covers the back of the front seat. A machine gun is mounted over the windshield, in position to be served by the gunner sitting next to the driver. The tonneau is open and has a machine-gun mounted on it ready for fire against aircraft or ground targets. The car is equipped with two removable seats in the tonneau to provide for additional men if necessary.

## The LaSalle Also.

The medium car is a LaSalle eight-cylinder, accommodating a crew of four men and armed with a 30-calibre machine-gun. The one-eighth-inch armour plate is proof against the service bullet at all ranges above 80 yards and against the armour-piercing bullet at ranges above 750. There are ports in the armour for pistol or rifle fire.

The speed of both types of car on the road is the same as other touring cars in their class. There is a folding armoured top which can be closed so as to afford overhead protection when needed but ordinarily the top will be open and the crew will fire over the sides. The War Department has approved a troop of 12 armoured cars to each cavalry division. The first troop consists only of the Pontiacs and LaSalle.

## "THE IRON HORSE."

Some Ancient Road Grievances.

## TROUBLE FROM SPEEDERS.

There were traffic troubles and tolls and joy riders one hundred years ago when the motor car and bicycle belonged to the far future, and the "Iron Horse" and train were gazed upon in curiosity, says the American "Motorist," official publication of the American Automobile Association.

The A.A.A. magazine states that newspapers of a century ago were filled with stories of traffic mishaps and careless drivers of stages. "Back in the days when great, great grandfathers rode, the authorities took serious counsel of such things as speedsters, road hogs, joy riders, drunken drivers—and of how 'females' were enticed from their homes by the lure of the stag coach and how pedestrians on the sidewalks were too frequently injured by recklessly driven wheelbarrows," continues the journal. "College boys and other young men of the present era of jazz speed, not infrequently, are brought into court for fast and reckless driving and are fined or lectured therefore. Just one hundred years ago, according to a journal of that time, the idle and effeminate young men of the larger cities should have followed the example of a speed hound of January, 1829, to wit:

A young gentleman of Cincinnati travelled from Nashville to that city, a distance of 356 miles, in three days and a half! This is an example worthy the emulation of the thousands of idle dissipated and effeminate young men of our large cities, who pay more for horses and carriages hire than their services to the world will ever be worth."

Another item of 1892 says: "During the past week seventy-five persons were brought before the police of Philadelphia and either committed or fined. Among the number twenty-five persons were fined \$2 each for using wheelbarrows on foot pavement; one person was fined \$3 for driving at an immoderate rate, and one fined \$5 with costs, for riding on the footway."

# A Revelation in Transport

## THE THORNYCROFT SIX-WHEELER

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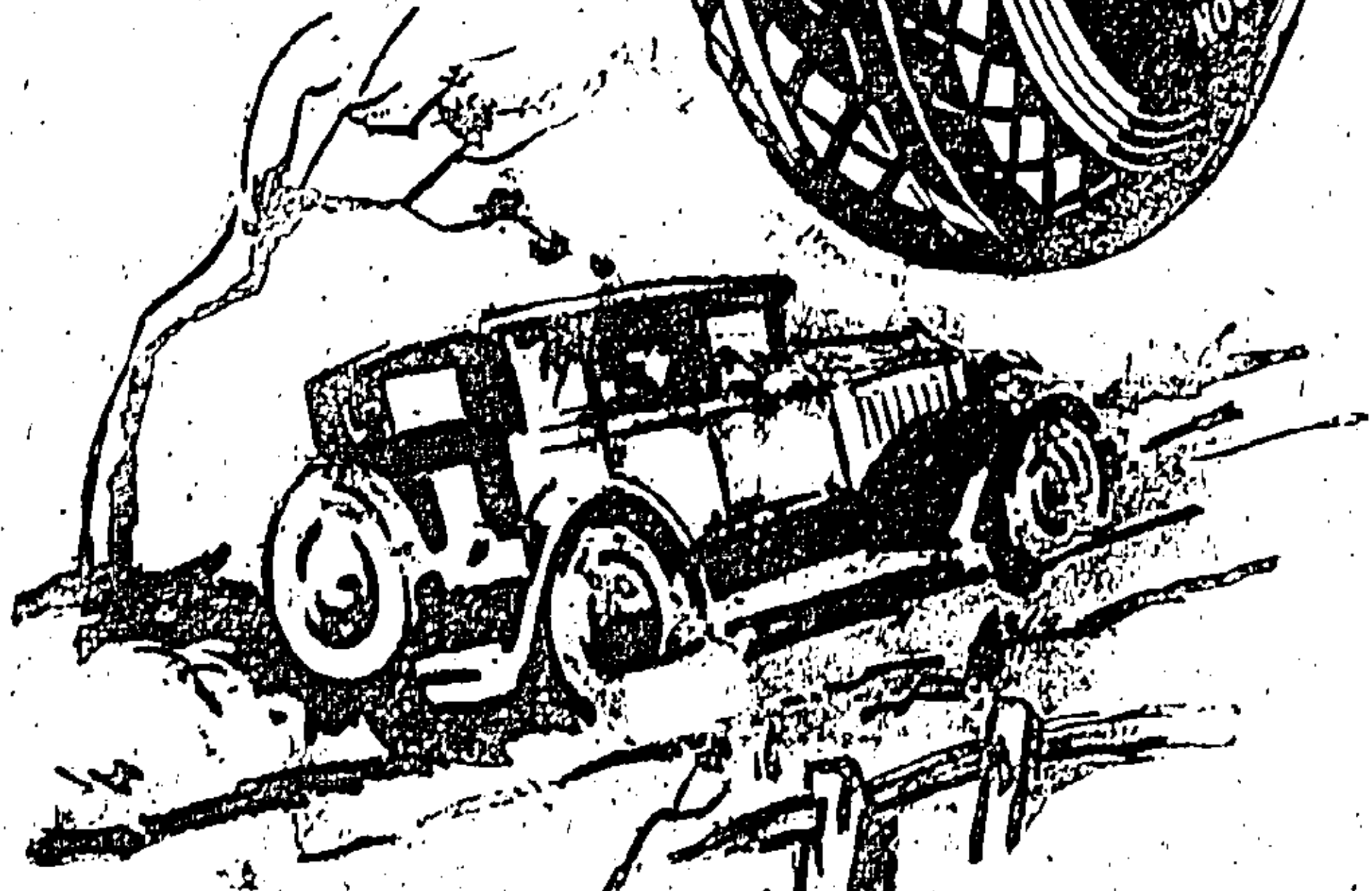
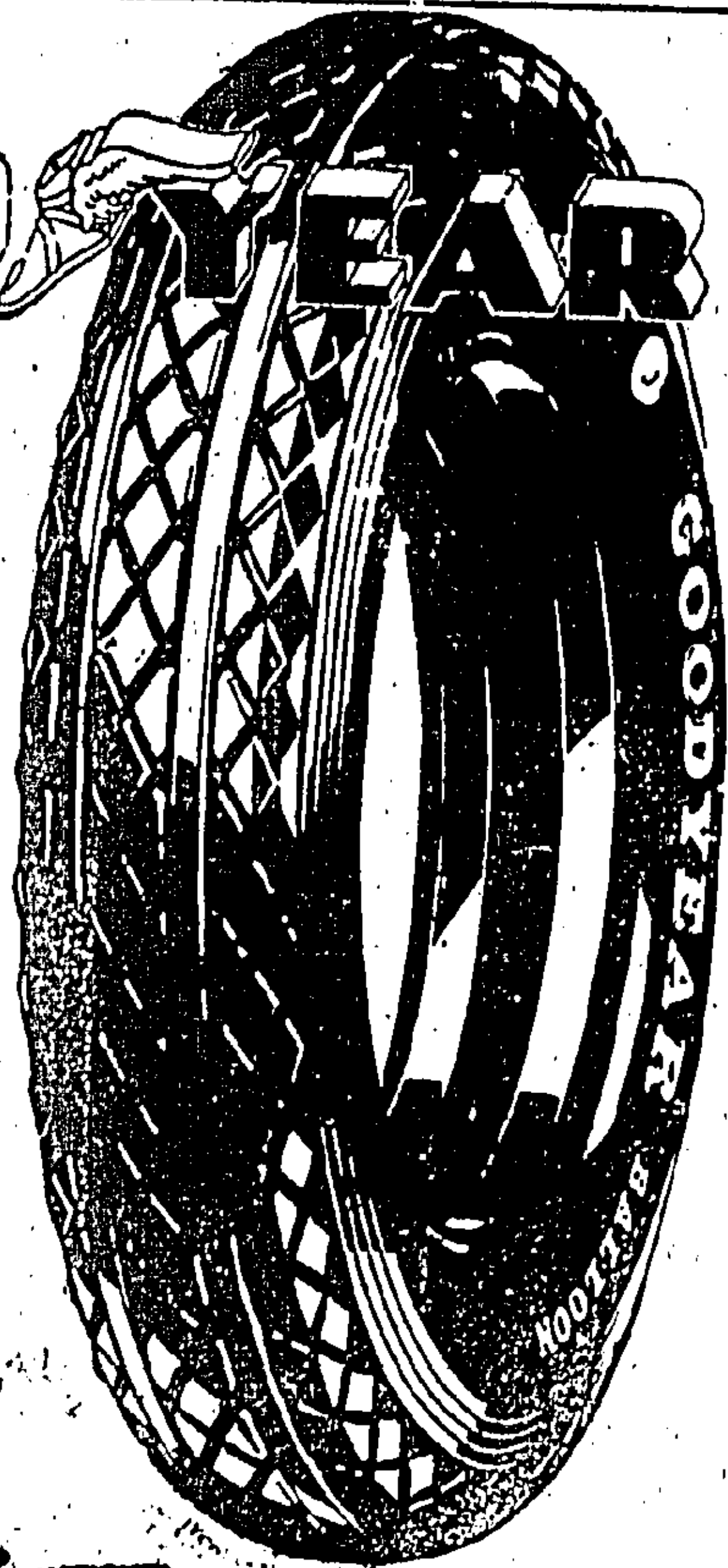
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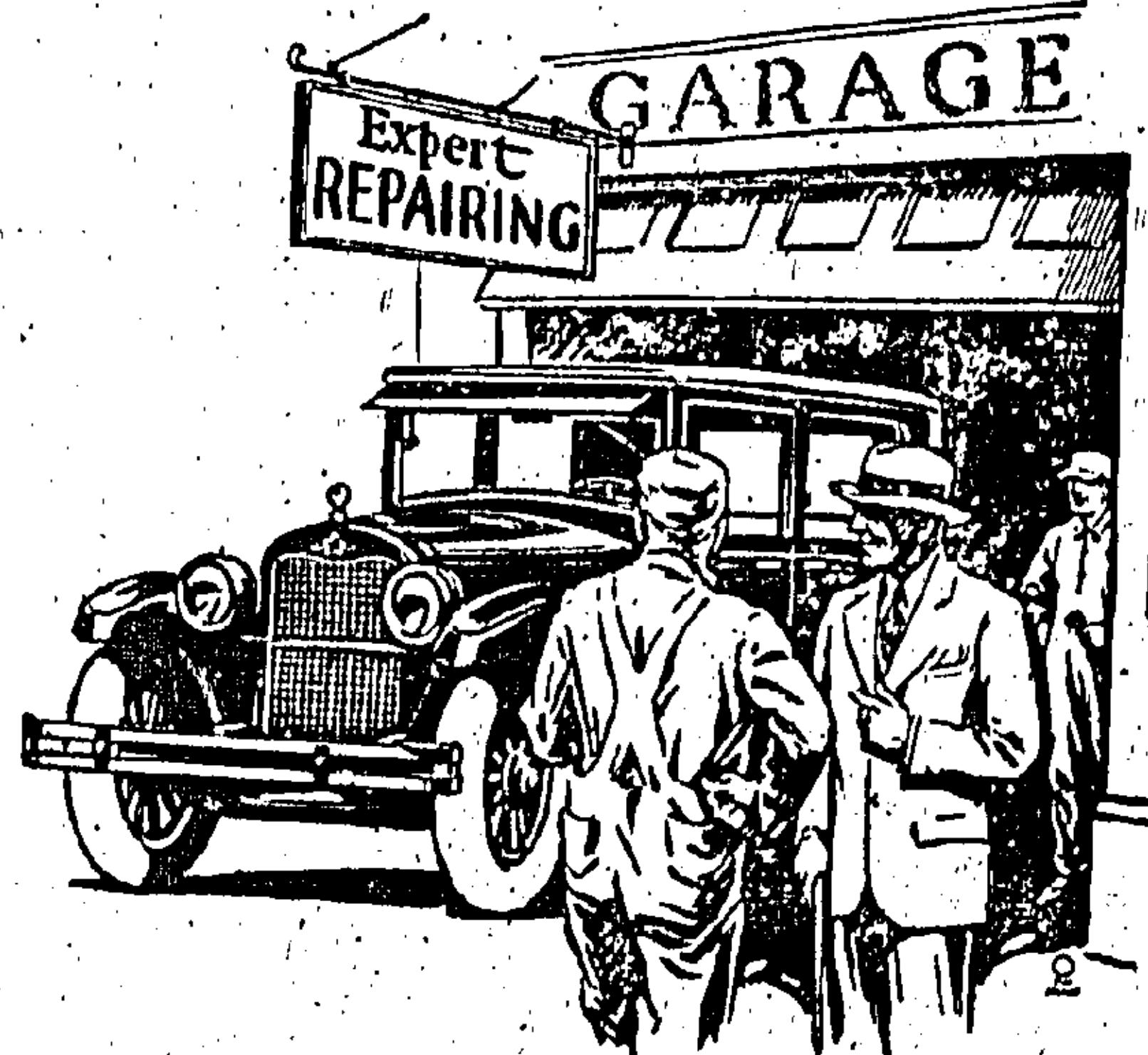
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STRAITS CHARITIES  
BENEFIT.BEQUESTS BY THE LATE MR.  
JOHN SOMERVILLE.

## TOWN HALL DONATED.

Bequests to various Singapore charities are made in the will of the late Mr. John Somerville, who died at Edinburgh on January 13, this year. Rescinding of the testament-testamentary of the will has been granted to Mr. D. J. Lewis, of Hongkong, the local estate being sworn at \$18,900. The value of deceased's property in Britain is not stated.

In addition to numerous family bequests, £100 is left to his chauffeur, James Cassidy, and £50 each to his other servants of over two years' service.

The Straits Benevolent Society of Singapore receives £1,000, the Presbyterian Church at Singapore £500, the Children's Aid Society, Singapore, £500, and the Bromley Hospital, London, £1,900.

In addition, a sum of £500, free of legacy duty, is set aside towards the erection or establishment of a Town Hall at Lass, Dumbarton-shire.

Mr. D. J. Lewis, of Hongkong, is the attorney for the executors, Mr. Charles McArthur, of Blackford Mount, 21, Morton Hall Road, Edinburgh; Mr. James Walker Somerville, of Edinburgh; and Mr. David Kemp Somerville, of Gowanlen.

COMMUNISTS IN A  
CHATEAU.

## FIFTY SURPRISED BY POLICE.

Paris, June 10.  
A veritable Communist council of war was broken up when the police descended yesterday on a meeting in the suburbs of Paris and here of a comrade "wanted" for an unexpired term of imprisonment.

The deliberations were being held at Achères in a luxurious chateau which a rich and philanthropic industrialist had lately presented to the municipality. The Mayor of Achères, being a Communist, offered the chateau to his party for one of the secret meetings held every three or four months.

The police, however, not wind of the arrangement, and arrived in the middle of the proceedings. Passing the guards, who took them for high delegates from Moscow, they penetrated the grand salon, where the council of 50 were seated in tapestried chairs round a polished mahogany table.

In an adjoining room there were preparations for an expensive meal, with wines and liquors. A richly stocked cellar was also found. The "wanted" man was discovered hiding in a cupboard under a staircase.

No other arrests were made, but a quantity of papers were seized, some of which, hastily hidden in a suitcase in the garden, are considered important. Several important Communists, including Marcel Cachin, the leader of the party in the Chamber, Semard, and Monmousseau were among those present, which indicates the importance of the gathering.

## SUSSEX CLIFF TRAGEDY

ADMIRAL'S DIVORCED WIFE  
FOUND POISONED.

A verdict of suicide while of unsound mind was recorded at the inquest at Brighton on Mrs. Nellie Rose Prothero, the divorced wife of the late Admiral R. C. Prothero. Mrs. Prothero was found dying on the cliffs near Saltdean, and by her side were an empty bottle and a handbag containing a letter and one farthing.

John Payne, a hairdresser, of West Hill Road, Brighton, said that Mrs. Prothero had lodged with him and his wife for seven or eight years. She occupied one room. An allowance which she had received regularly ceased two years ago and since then she had gained a precarious living and had parish relief. Her poverty had been a great worry to her. At the time of her death arrangements had been made for her to enter the workhouse.

In a letter which Mr. Payne said was in Mrs. Prothero's handwriting she had written: "Been to Worthing, seen the Major, and he, as near as a touch, turned me out. Being so para-paraly-damn, can't spell. Asked if he could help me and he said he was expecting the music teacher. May God bless all my friends. Am having a beer and a cig before taking my dip."

Mr. Payne said he thought that the Guardians might have done a little more for a woman of Mrs. Prothero's education; but the Coroner said that that was not a matter for him to consider.

RAIN INTERFERES  
WITH CRICKET.

(Continued from Page 1.)

could do little with the bowling of Clark, who took 6 wickets for 41 runs. The innings closed at 219. Northants made 268 in reply, and the tourists scored 11 runs for 0 wickets when play closed.

## A SUSSEX VICTORY.

## The Wicket in a Mess.

Sussex gained their second successive victory after a bad start, to the season, defeating Worcester at Brighton by six wickets.

Worcester won the toss and elected to bat first. They fared badly, however being dismissed for 95 runs.

Sussex made 308 runs for 7 wickets in reply and regarded this as sufficient to justify a declaration. The visitors made a great effort and avoided an innings defeat, scoring 239. Tate bowled exceedingly well, taking 6 wickets for 76 runs.

Sussex were left to get 27 runs to win, and they lost four wickets in so doing.

## SURREY IN OLD DRUMS.

## Bowlers Thrashed at Birmingham.

Warwickshire won on the first innings against Surrey at Birmingham, though the visitors gained the privilege of batting first.

Surrey made 273 in their only venture at the wicket, this useful score being made possible by the fine batting of Shepherd, who hit 116. Partridge took 5 wickets for 78 runs.

Warwickshire made light of the Surrey attack, Kilner and R.E.S. Wyatt in partnership enabling them to pass the Surrey total with three wickets down. Kilner was sent back after making 121, but Wyatt was not out at the close with 161 to his credit. The score then stood at 341 for 3 wickets.

## TENSE STRUGGLE.

## Middlesex get First Innings Points.

There was a tense struggle for first innings points at Portsmouth, where Hants and Middlesex were in opposition. The visitors led on the first innings by 35 runs. Hants batted first and were dismissed for 117. Middlesex also had to struggle for runs and their last wicket fell at 152. Norman taking 6 wickets for 45 runs.

The home team gave a much better display on batting again, declaring with 9 wickets down and 280 runs on the board. Middlesex had compiled 111 for 3 when stumps were drawn.

## CAPTAIN'S INNINGS.

## M. J. Turnbull in good Form.

M. J. Turnbull, the skipper of the Cambridge eleven, scored a nice century against Mr. H. G. D. Jackson-Gower's XI at Eastbourne. The match was drawn, though Cambridge were in a fairly strong position.

The Light Blues made 273 (Turnbull, 109) in their first knock, and dismissed the Le-Gower's XI for 195. E. D. B. Blundell taking 6 wickets for 51 runs. In their second innings, Cambridge made 151 for 7 and declared. Their opponents had scored 152 for 5 when the game closed.

## ANOTHER DRAWN GAME.

## Dark Blues Narrowly Escape Defeat.

The Dark Blue team narrowly escaped defeat at the hands of an M.C.C. team at Lord's. At the close of play, the M.C.C. were within fourteen runs of victory and had 6 wickets in hand.

Oxford were dismissed for 169 and 189, the M.C.C. making 277 (Armstrong 105) in their first innings, and 58 for 4 wickets in their second when they needed 82 to win. —*Reuter.*

A jury at Southwark County court has reversed the decision of another jury which had awarded a plaintiff £39 damages for personal injuries. The plaintiff, Robert Welch, a pucker, of Wansey-street, Walworth, S. E. brought an action against Mr. David Green, managing director of Waygood-Otis, Limited, engineers, whose motor-car, he alleged, knocked him down in Westminster Bridge-road. Green denied negligence, but at the original hearing the jury gave a verdict for the plaintiff. On the application of Green's counsel, Judge Moore set aside the verdict on the ground that it was perverse, adding that no one in court could shut his eyes to the fact that the foreman of the jury was a very dominant person, and had undoubtedly influenced other members of the jury against their better intentions.

STRICTER LICENCE  
REGULATIONS.MANILA CHAUFFEURS MUST  
UNDERSTAND MECHANISM.

## TO LESSEN ACCIDENTS.

Manila, July 1.  
Conditions for the granting of licences to professional chauffeurs in the Philippines will be made more strict and the candidates' moral qualifications will be looked into with a view to eliminating all undesirable applicants, the superintendent of the automobile division of the public works bureau, announced yesterday.

A thorough knowledge of the mechanism of all makes of automobiles will be required in order

## CONSERVE SUPPLIES.

There was some rain last night, but not nearly enough to relieve Hongkong's anxiety. Conservation must still be our motto.

to lessen the number of accidents which are caused by poor mechanical condition of cars, Mr. Reyes said.

Admiral Kittelle, formerly commandant at the Cavite Navy Yard, recommended to the director of public works the elimination of all chauffeurs licensed by the bureau, who have criminal records. This recommendation may be followed, it was learned.

During the early part of June, more than 200 chauffeurs were suspended by Mr. A. D. Williams, director of public works, for violations of the motor vehicle law.

100-YEAR-OLD 'BUSES  
AGAIN.NOVEL EXPERIENCE FOR  
LONDON PASSENGERS.

London, June 20.  
The centenary of the London omnibus, which first plied for public hire on July 4, 1829, will take place on Saturday, July 6.

The London General Omnibus Company, in co-operation with Messrs. Thomas Tilling, are making arrangements for a procession of the various types of horse and motor omnibuses which have taken Londoners to work and play for the past 100 years.

Mr. Richard Tilling's remarkable memory has been drawn upon for the exact costume of the old horse omnibus drivers and conductors, and a replica of the original "Shillbeer" is being constructed for the occasion. A "knifeboard" and an early type of the "garden seat" omnibus will be used, together with six types of motor omnibuses down to the latest six-wheeled pneumatic-tired class.

For three days in the following week the old omnibuses will go back into service on their old routes to and from the Bank. A flat rate of 1s. will be made for this unique experience, and every passenger will be presented with a replica of the *Morning Post* or the *Times* of 100 years ago.



"Oh, I know who your son is all right, but that address would help a lot."

BRITISH LAW COURT AS  
MODEL.AN EXPERIMENT IN  
GERMANY.

Berlin, June 7.

The system of cross-examination of witnesses by counsel, so firmly rooted in British judicial practice, was introduced for the first time in a German Law Court to-day. Great public interest was manifested in the experiment, which was made with a view to determining whether cross-examination should be introduced permanently as a new code in criminal procedure, and a large number of lawyers and officials of the Ministry of Justice attended the court.

Under the existing code, formulated fifty years ago, cross-examination is permissible, but has never hitherto been employed. The code even goes beyond British practice in disallowing the Judge to interfere with counsel's questions.

The case chosen was a simple one of a man charged with forging his father's signature on bills. It would have been settled in one hour by the ordinary German method, whereby the Judge conducts the principal examination of witnesses and counsel only put supplementary questions.

It was prolonged, however, over several hours by the new process, partly because counsel were inexperienced in this method and partly because they desired to show their capacity to rise to the demands placed upon them. The Judge had actually to overstep his authority and stop the long-winded questions of defending counsel.

The conclusion was drawn that the British system produces a more thorough sifting of the evidence, but wastes time. This first experiment is apparently not made a good impression on observers, but will probably be repeated before a final decision as to adoption is taken.

GIANTS UNEARTHED IN  
FRANCE.FIFTH CENTURY INVADERS  
SEVEN FEET HIGH.

Paris, June 5.  
On May 30 the *Temps* drew attention to the discovery of some ancient tombs near Tournus, in the neighbourhood of Macon, by some workmen employed in building a cellar. Two more tombs have been unearthed, disclosing the bones of bodies supposed to date from the age of the barbarian invasions. The men buried here were over seven feet in height.

The *Temps* points out that the Bishop, Sidoitius Apollinaris, a Latin writer who lived at the time of the German invasion of the 6th Century A.D., mentions the unusual height of the Burgundians. It is supposed therefore that the graves of Tournus are those of Burgundian warriors.

A problem is set by the direction in which the tombs are built, five of them having the foot towards the east and the other two towards the south. The same plan has been observed in several other burial grounds of the invaders in this region and is presumed to have had a religious significance.

## The Very Idea!

Appropos of a recent note on the pronunciation of names a correspondent writes to a Home paper:—"I was in Park-lane, and wanted Hertford-street, so I said to a burly policeman 'Is Hartford-street near here?' He drew himself up to his full height and replied with a fine touch of scorn in his voice 'I suppose you mean Hartford-street.'"

Of course we should pronounce the names of our streets properly. The cockney shall not have his way with all of them, and if he places the accent, say, on the second syllable of Arundel-street we decline to follow him. Nor should we talk of Bo-champ-street, even though we heard a policeman so offend. Still there are exceptions. If you were to ask for Gore-street instead of Gower-street you would not be likely to find it.

It is always a pity to see the old pronunciations or old spellings vanish. The name of Wraybury was seen in the paper lately. Few spell it Wyradbury now, and fewer still are like that old lady who asked at Victoria for "a ticket to Caskington—though I suppose you call it Carshington, young man."

The eleven-years-old daughter was being taken to the parish church, which has leanings towards an ornate ritual. As she entered the porch the child wrinkled up her nose and I overheard the whisper, "Mummy, isn't there a smell of innocence?"

The International Cat show in Paris saw the exhibit of more than 200 of the world's most famous Persian cats. Most of the cats shown had elegant miniature homes of their own, with carpets, silk cushions and electric lights. One of the felines had a doll and another a picture of its own.

Mr. W. B. Luke, the Willesden magistrate: Did you desert your wife?

Husband: Not exactly; but she told me to sling my hook and send her 25s. a week.

Prisoner (cross-examining at Marlborough-street): Didn't you throw me about on the landing and split the door?

Mr. Mead, the magistrate: He wants to know if you did not use him as a jenny.

Constable at North London: I found her lying on the footway very drunk.

Woman: I was not lying on the footway. If I was I was not very drunk.

A man who appeared at Thames Police Court with a black eye: My wife gave me this testimonial.

A teacher had been trying for some time to explain to her class what the word "minus" meant. Amongst her many illustrations she instanced a man who had lost an arm, and pointed out that the man was "minus" an arm. Having, as she thought, thoroughly drilled the matter into the children's heads, she asked, "Now tell me what the word 'minus' means?"

One boy called out, "I know, miss, man without one arm."

(In Paris . . . the jargon of the dress salon . . . is becoming Americanised and Anglicised.)

It seems the modistes' nation Has lost its language now, What once was a creation Is ticked a "wow."

"Chic" is now "cute," "merveille" is a "beaut." But then, you know, they say His is the jargon in which to bargain, Who doth the piper pay.

Doris Dawson, the film star, tells a good "talkie" story.

One of her admirers wrote to ask where he could get employment as a double for animals in sound pictures. He said that by constant practice he had taught himself to moo like a cow, bark like a dog, whine like a horse, bleat like a sheep, and chirp like a chipmunk. He finished by saying that he had been teaching himself to rattle like a rattlesnake, but that his wife objected, as it made her nervous.

## BANK RETURNS.

STATISTICS FOR MONTH  
OF JUNE.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 30th June, 1929, as certified by the Managers of the respective Banks are:

Chartered Bank	£10,172,255	\$5,800,000
Hongkong Bank	£1,018,665	\$4,000,000
Merchant Bank	£1,785,000	\$50,000
Total	£12,975,920	\$10,850,000

\* In addition Sterling Securities are deposited with the Crown Agents valued at £1,252,500.  
† In addition Securities deposited with the Crown Agents and Straits Government valued at £2,150,400.  
‡ In addition Securities deposited with the Crown Agents valued at £180,000.

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H. B. WARNER, ANNA Q. NILSSON, ALICE JOYCE.  
THE DRAMA OF A MAN A FAILURE IN  
LIFE BUT A SUCCESS AS A FATHER  
AT  
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## SINCERE'S SEMI-ANNUAL SALE

**BARGAINS**  
In All Departments

Earlier Visit—Better Selection.

### U.S. BASEBALL.

#### LEAGUE RESULTS AND STANDINGS.

New York, July 1.  
Yesterday's baseball matches resulted as follows:

#### American League.

	R.	H.	E.
Washington	2	6	2
Boston	5	6	3
New York	7	12	1
Philadelphia	5	11	4
St. Louis	2	8	2
Chicago	0	4	1

(First game)

St. Louis	12	13	2
Chicago	4	7	6

(Second game)

Cleveland	12	14	1
Detroit	9	12	1

#### National League.

Boston	3	8	2
Brooklyn	4	8	0

(First game)

Boston	7	9	0
Brooklyn	8	12	4

(Second game)

Cincinnati	0	11	0
Pittsburgh	3	7	0

(First game)

Cincinnati	3	5	1
Pittsburgh	2	7	1

(Second game)

Philadelphia	10	11	2
New York	6	6	2

(First game)

Philadelphia	1	5	4
New York	6	9	1

(Second game)

Chicago	10	10	3
St. Louis	7	7	0

Saturday's results were as follows:

#### National League.

	R.	H.	E.
Cincinnati	10	15	0
Pittsburgh	3	11	0

Chicago	9	9	0
St. Louis	5	11	1

Boston—Brooklyn, Philadelphia—New York, rain. Double-headers Saturday.

#### American League.

	R.	H.	E.
Washington	2	8	2
Boston	5	9	3

New York—Philadelphia, rain postponed until August 7.

Cleveland	5	1	9
Detroit	4	15	3

St. Louis	7	13	1
Chicago	2	5	0

The League standings are now as under:

#### National League.

	W.	L.	Pct.
Chicago	38	23	.622
Pittsburgh	39	25	.609
New York	37	28	.569
St. Louis	36	29	.553
Brooklyn	30	35	.461
Philadelphia	27	38	.415
Boston	26	40	.395
Cincinnati	24	39	.380

#### American League.

	W.	L.	Pct.
Philadelphia	48	16	.750
St. Louis	41	26	.610
New York	37	26	.587
Detroit	37	33	.528
Cleveland	31	33	.484
Washington	25	37	.403
Chicago	23	46	.333
Boston	22	47	.318

Among recent additions to the Naval Dockyard staff are Mr. White, Foreman of the Superintending Electrical Engineer's Branch; Mr. Smith, Chargehand S.E.E. branch; Mr. Bush, Chargehand of Chief Constructors' Branch, and Mr. Pledge, Inspector of Constructive Department.

### COLLEGE FIRE AT OXFORD.

#### TIMELY HELP BY UNDERGRADUATES.

Oxford, June 11.

Undergraduates in pyjamas played a prominent part in removing furniture and other valuables during a fire which broke out in Merton College, Oxford, in the early hours to-day. An undergraduate's sitting-room was burnt out, and an adjoining bedroom was badly damaged.

The discovery was made by Mr. Bernard Berg, an undergraduate, whose rooms are in St. Albans Quadrangle. He woke to find a light shining under the door of his sitting-room. He opened the door and saw that oak panelling surrounding the fire-place was ablaze. Fortunately, Mr. Berg's room had two doors, and he was able to escape and give the alarm.

Undergraduates roused. Meanwhile, the occupant of a house on the other side of the street had also seen the fire, and he aroused Mr. Deane Jones, a tutor of Merton.

The night porter, Mr. W. A. Major, endeavoured to put out the flames with fire-extinguishers, but found that they had too firm a hold. Oxford Volunteer Fire Brigade was then called.

About forty undergraduates sleeping in the neighbourhood of the fire were aroused. They immediately began to clear the furniture from other rooms. From the Junior Common Room, which is beneath Mr. Berg's rooms, were taken chairs, writing desks, tables, and glass cases containing rowing cups, and piles of furniture were stacked in the quadrangle. The Junior Common Room was damaged by water which ran through the ceiling.

The undergraduates not only rendered splendid service while the fire was in progress—the outbreak was overcome by 3 a.m.—but "ransacked" their rooms for any dainties which they could find. These they gave to the fire brigade, the members of which were loudly cheered by the undergraduates as they left the scene.

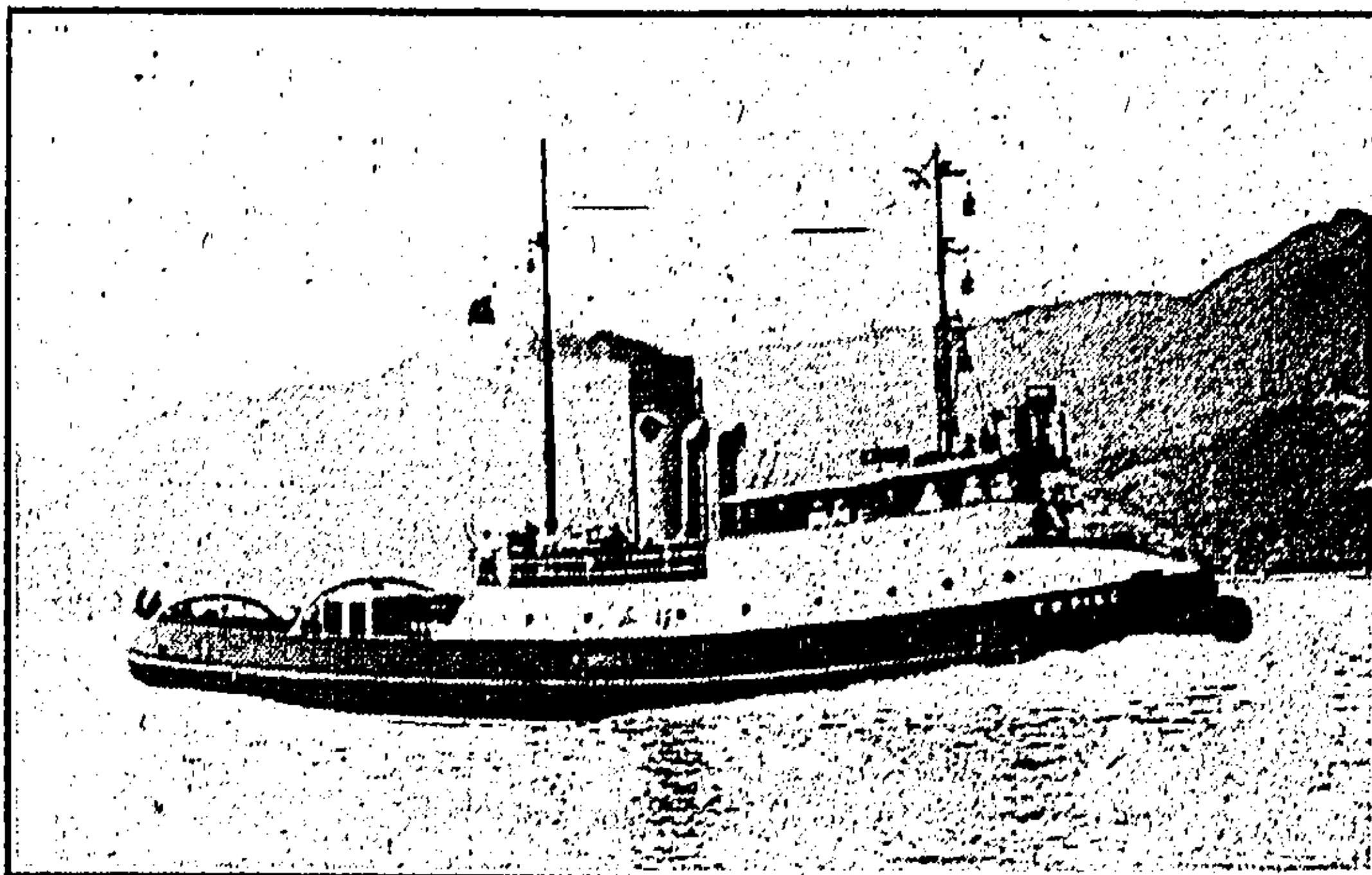
### AMERICAN STOCKS.

#### CABLED QUOTATIONS FROM NEW YORK.

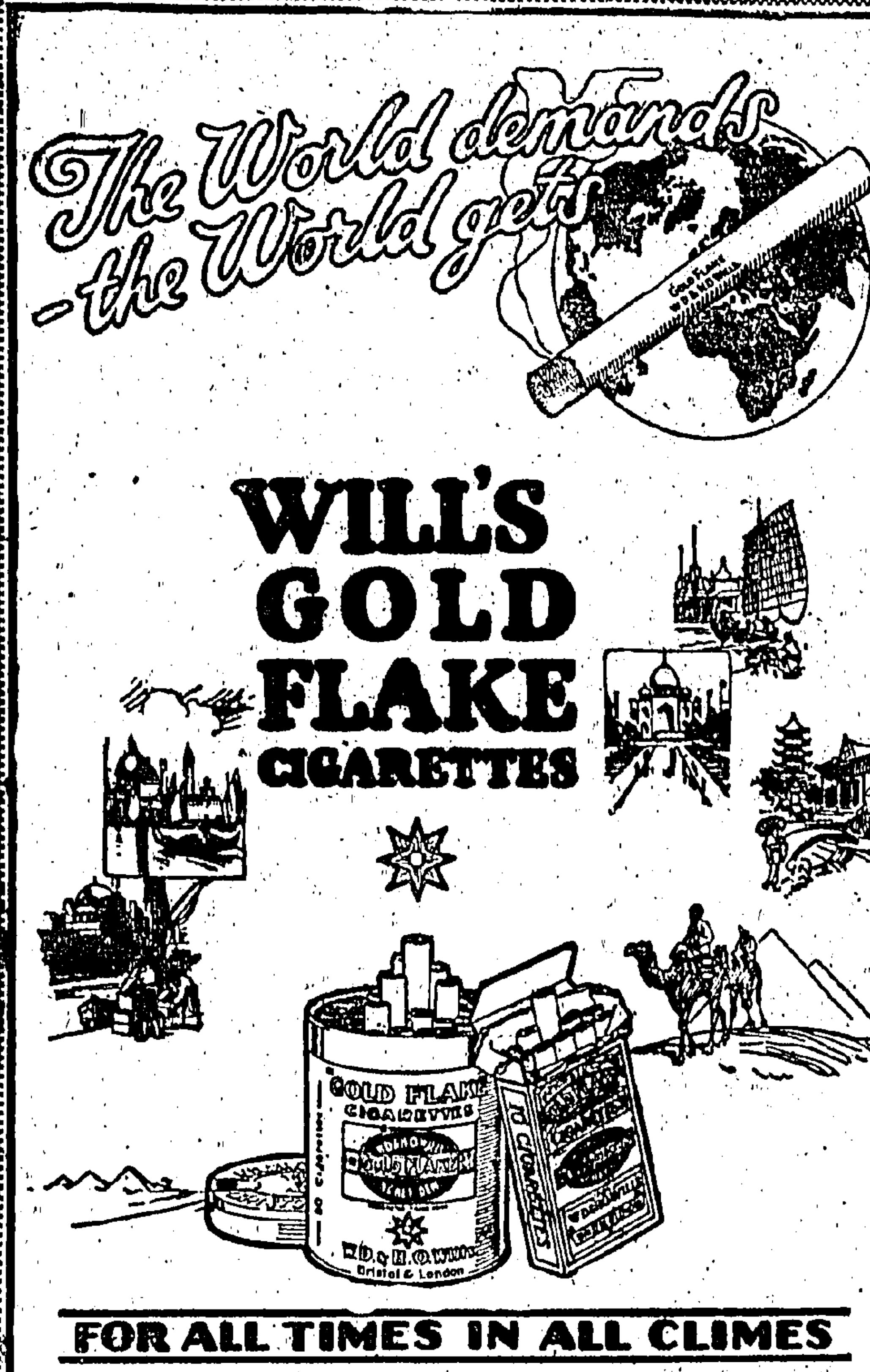
The following quotations as at the close of the market on Friday have been received from their correspondents, Messrs. Hayden, Stone and Co., of New York, by Messrs. Swan, Colclough and Frits, Sassoon House, Shanghai, (cable address "Swanstock," Shanghai), who are not responsible for the cable mutilations. The quotations are subject to confirmation:

	Previous Price.	Latest Price.
Anaconda Copper	118	118
Bethlehem Steel	113	112
Chrysler Corp. (Common)	75	79
General Motor (Common)	75	77
Goodrich B. P. (Common)	unq.	82
Granby Consolidated	81	82
Copper	81	82
International Cement (Common)	83	82
Liggett and Myers "B"	83	unq.
Missouri Pacific (Common)	97	96
Nevada Consolidated	48	48
Copper	48	48
Packard Motor Car (Common)	138	139
Radio Corporation of America (Common)	90	89
Standard Oil Co. of New Jersey	58	58
Standard Oil Co. of New York	40	40
Southern Pacific	138	138
Texas Corporation	62	63
United States Leather	42	40
United States Steel	199	199
Vacuum Oil	117	117
Willys Overland	88	28

### HONGKONG-BUILT TUG FOR TIENTSIN.



Above is the steam tug "Fu Ping," which the Hongkong and Whampoa Dock Co. has just completed for the Kailan Mining Administration, Tientsin. She is specially strengthened for navigation in ice.



*The World demands  
-the World gets-*

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If not apply to:

The Hon. Treasurer,

**H.E. GOLDSMITH.**

325, THE PEAK.

who will send it forthwith.

**IT WILL INTEREST AND SURPRISE YOU.**

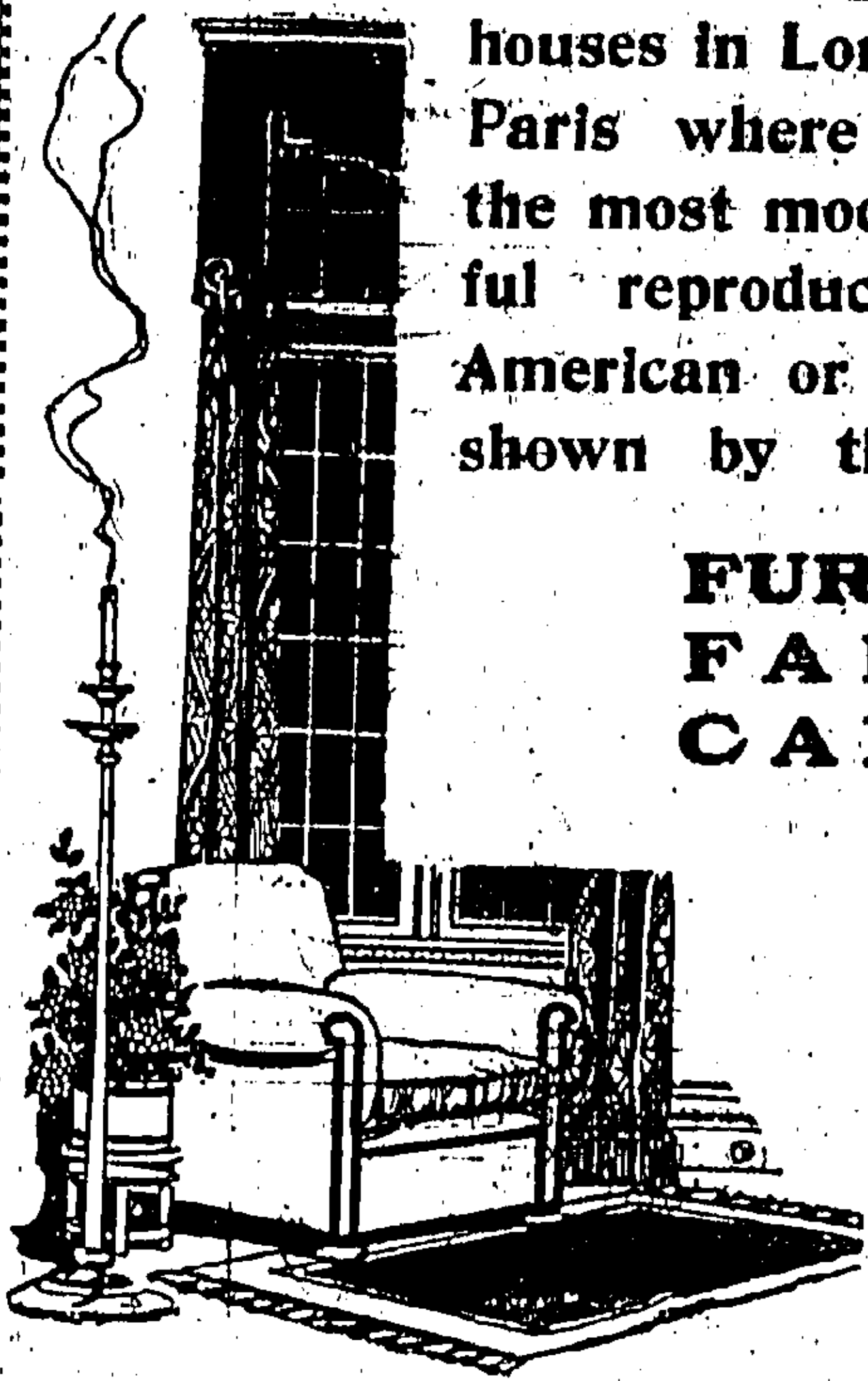


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Decorative Plaster  
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leaded glass.

### ELECTION AS SEEN ABROAD.

#### THE "SPORTING" ELEMENT.

Berlin, May 31.  
The British elections have been the one subject of discussion in Germany today. This is partly due to the personal and "sporting" features by which a British General Election is contrasted so noticeably with a German.

In particular the fortunes of individual candidates, of Sir Austen Chamberlain, Mr. Oliver Baldwin, Lady Cynthia Mosley, Miss Megan Lloyd George, and Mr. Duff Cooper, are followed with the keenest interest. And in general a British election arouses the same kind of enthusiasm in Germany as does the Oxford and Cambridge Boat Race. This contest is sufficiently interesting on its own account because of its essentially Homeric element.

But there is also the practical element. What effect will the election results have for Germany? This question is complicated by the bewilderment as to the nature and constitution of the Government which will emerge from the ambiguous composition of the new House of Commons. The Labour Party it is held, has won a resounding victory, and the Conservatives have suffered a no less resounding defeat, while Mr. Lloyd George cannot be other than disappointed.

A Question Mark.  
But what is to come of it all, and what, in particular, will the Liberals do in the new situation? The answer to these questions is so far a question mark. One thing only is felt to be clear. Whatever the complexion of the new Government the difference for Germany will be a small one. Rhineland evacuation, its resumption, will not advance with any perceptible acceleration even with Labour or Labour-cum-Liberal at the helm.

Only on such questions as England's attitude, say, to disarmament is it anticipated that any prospective change will produce results more agreeable to Germany, and in these matters Germany is content to "wait and see" without any particular demonstration of emotion. Only the Socialists, informed by their well-known sense of the "supernational," have thought fit to telegraph to their British comrades, "Well done. Your victory is our victory."

What Paris Thinks.  
Paris, May 31.  
French editorial comment on the British elections is reserving itself until the final results are known. There is no surprise here at the Socialists' gains. The *Matin* attributes their success largely to the vote of the women, and remarks the utter collapse of Liberalism, in spite of the efforts of its leaders and technical experts.

The *Liberte* explains the Conservative defeat by the presence of a third party, and remarks that the mechanism of the election has favoured the Labour Party in contrast to former elections.

The *Liberals*, according to the *Petit Parisien*, have succeeded in doing nothing except to ensure a socialist victory. There is satisfaction here at the complete check given to the Communist element, and admiration for the orderliness with which the voting has been carried out.

American Comment.  
New York, May 31.  
The *New York Evening World*, commenting on the British election, says that the crisis which Mr. Churchill warned the country has apparently arrived, adding, however, "Great Britain had a Labour Ministry under Mr. MacDonald and Heaven did not fall. But hereafter it is more possible that Conservatism and Radicalism may have to join forces in England for the live issues of the day have become too fundamental for it to be otherwise."—*Exchange*.

Surprise in Rome.  
Rome, May 31.  
Though none of the Roman papers publishes any comments to-day on the first election results, they have created considerable surprise in political and diplomatic circles. A decrease in the Conservative and an increase in the Labour strength was foreseen, but such a complete change from the state of things in the last Parliament was not looked for. The poor show made by the Liberals has also caused much astonishment, as many believed they were likely to gain sufficient strength to form a centre party.—*Reuter*.

THE NEW FRENCH REMEDY.  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3  
This is a new French remedy for skin diseases. It is a powerful antiseptic and disinfectant. It is used in the form of a cream, ointment, or powder. It is sold in small packets for home use.

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- FIRSTLY.** All systems are designed by experts thoroughly acquainted with local conditions and requirements.
- SECONDLY.** All work executed by our own staff, thereby eliminating scamped work caused by sub-letting.
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Should not miss the opportunity of a tour through

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Special arrangements may be made for those who wish to continue to Europe by the same steamer by which they travel from the East.

During the two or three days available, travellers may disembark at Suez, take motor car or train to Cairo. Sufficient time is available to see

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Before re-joining the steamer at Port Said or Alexandria.  
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Length 787 Feet.  
Length on Blocks 750 Feet.  
Depth on Centre of  
Sill (H.W.O.S.T.) 34 ft. 6 ins.

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Capable of Handling Ships up to  
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Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius.

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**BUTTERFIELD & SWIRE,**

Agents.

HONGKONG, CHINA & JAPAN.

### MUNICIPAL SLUMS.

#### ALLEGATION AGAINST CITY OF LONDON CORPORATION.

Property owned by the City of London Corporation is commented on very unfavourably in the report on the housing conditions in Southwark by the surveyors to the Westminster Survey Group.

A foreword to the report states: "Damp, dilapidation of every kind, obsolete design and construction, vermin, and every other evil feature that can be encountered, abound throughout the whole borough and impart to much of it a character of almost unrelieved defectiveness. It is regrettable to find that property belonging to the Corporation of the City of London receives definite and repeated unfavourable comment."

At the last census more than 40,000 people out of a population of 184,000 were living in a condition of overcrowding, and the

Medical Officer recently reported on more than 10,000 houses.

"The Ministry of Health," the report states, "should draw the attention of the City of London Corporation to the condition of its property. So long as it is defective, landlords in much less affluent circumstances are unlikely to realise what their legal duties are; in other words, the defective condition of this public property goes far to undermining the general morale of Southwark landlordism as a whole."

Some of the property referred to is in Moss Alley. "This passage," states the report, "opens on to the Embankment at one end, but is too narrow to benefit much from the fresh air of the river. The cottages are small (some two-roomed), very dark, and damp. Walls are bulging and brickwork worn out. Repairs are generally neglected."

Overcrowding.  
Another section of Corporation property is described as "a long

and narrow alley of dilapidated four-roomed cottages hemmed in by factories."

Numerous instances of unsanitary conditions in privately-owned property are given. In many cases there are rooms without windows; in other cases windows are out owing to the frames having rotted away.

In one old cottage of four rooms live 18 people, a family of eight being in one room. In another case a small room is occupied by a family of eight; three little children sleep in one cot and the rest of the family in one bed.

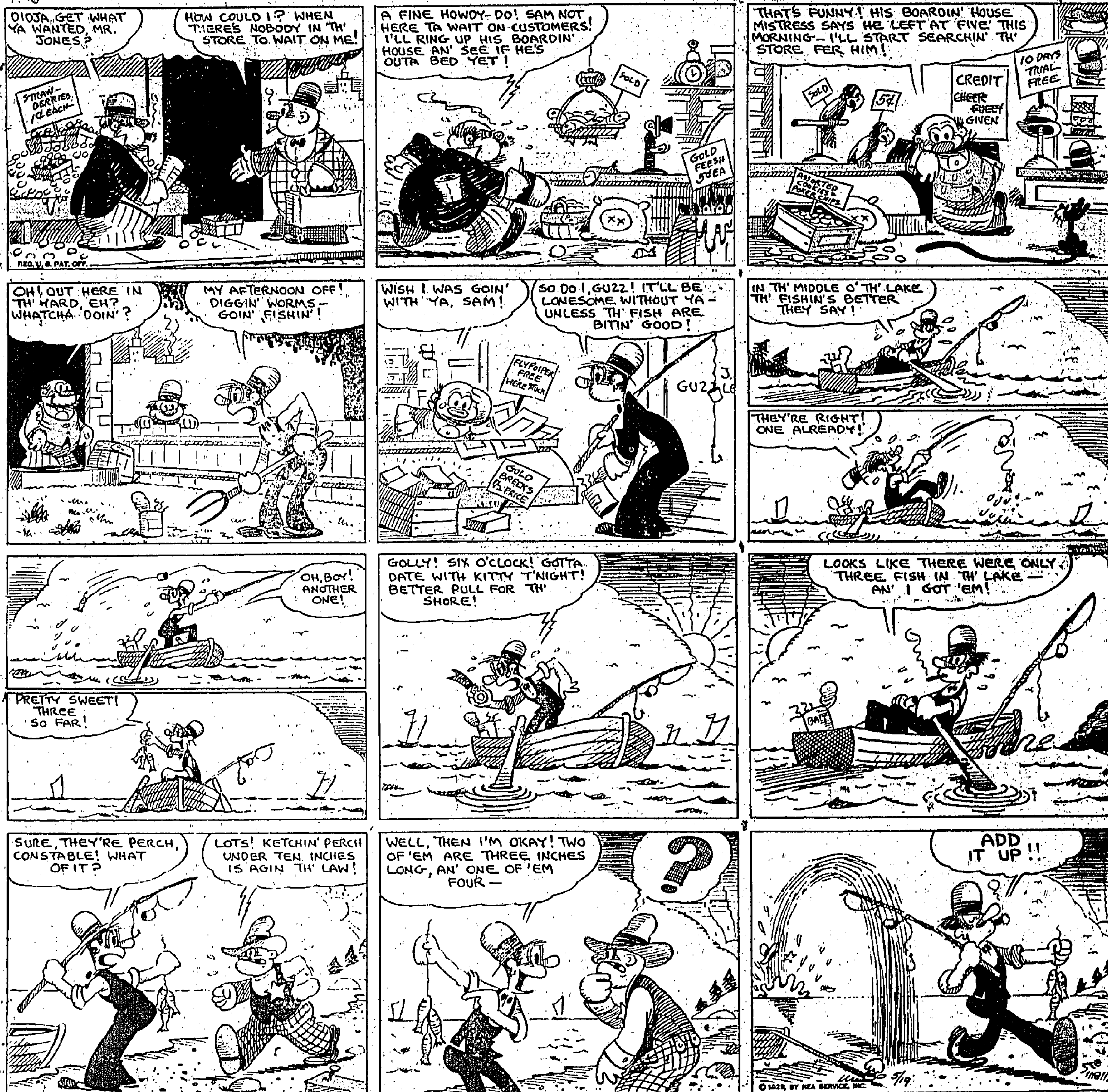
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A Real Antiseptic Gels Rubbing Cream, which will relieve the most itching skin troubles. It is a powerful antiseptic and disinfectant. It is used in the form of a cream, ointment, or powder. It is sold in small packets for home use.



# SALESMAN SAM

By Small



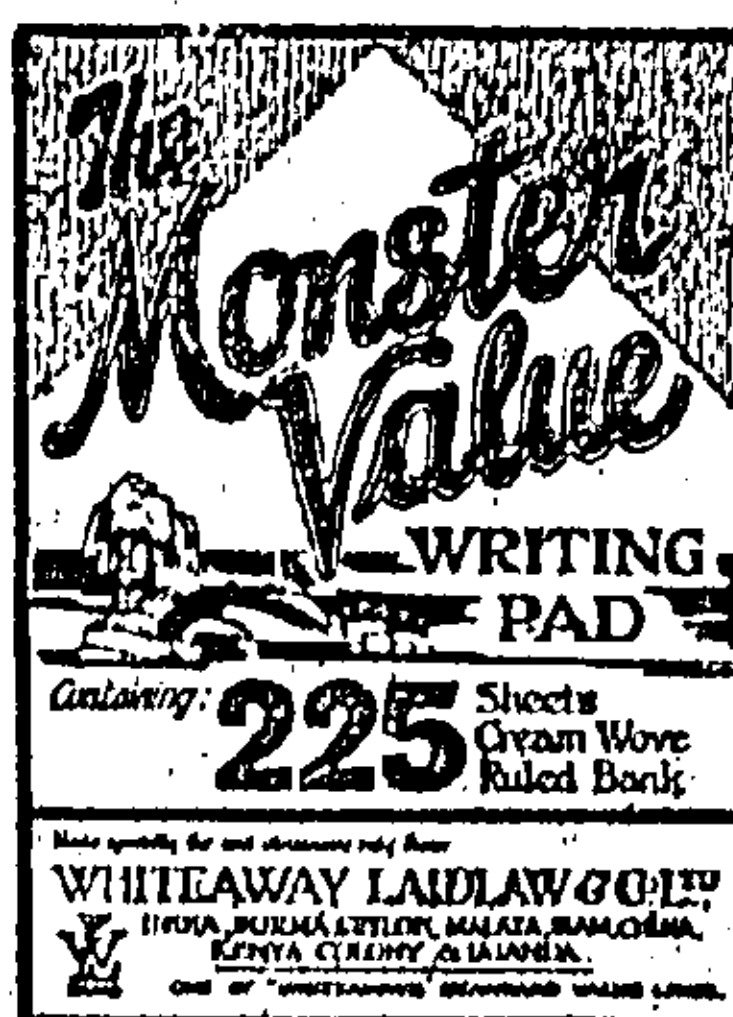
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**CROXLEY PADS AND COMPACTOMS.**

## "SWAN-PEN" VELLUM PADS NOTEPAPER AND ENVELOPES



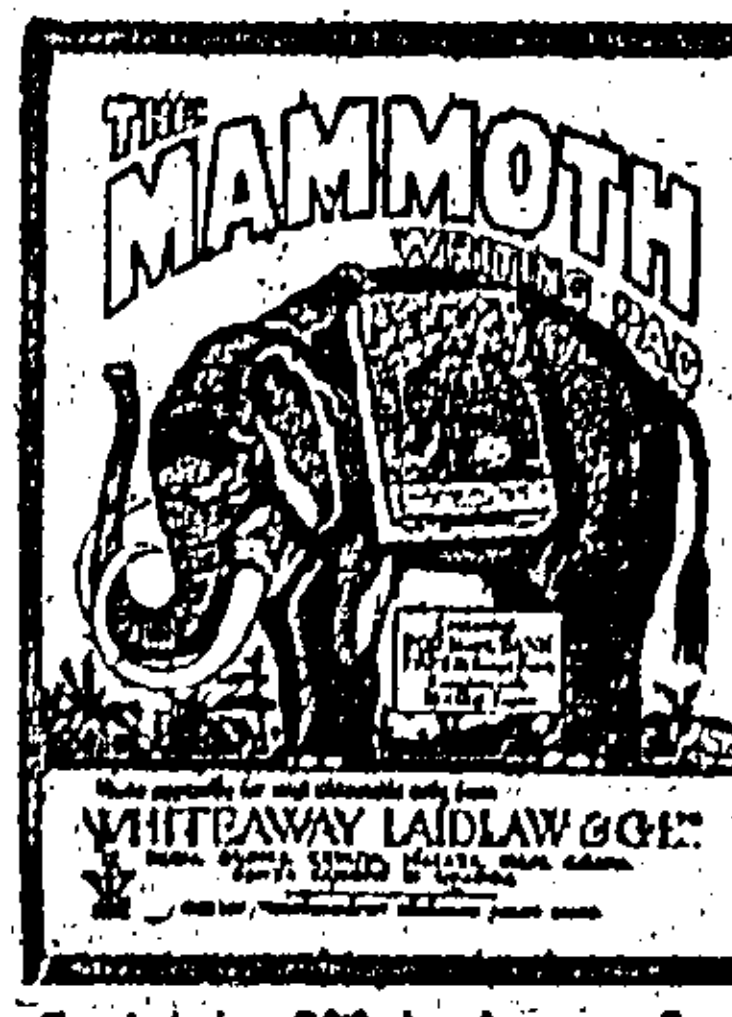
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"Veronique" folding compactum containing 60 sheets ruled parchment notepaper and 80 envelopes to match. Colors cream, blue and mauve.  
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## CONSIGNEES' NOTICE.

## SERVICES CONTRACTUALLY DES

## MESSAGERIES MARITIMES.

## The Steamship, "PORTHOS"

Arrived Hongkong on Tuesday the 2nd July, 1929, from MARSEILLES, &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained at the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 11th July, 1929 or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard and Douglas at 10.00 a.m. on Monday, the 8th July, 1929.

No claims will be admitted after the goods have left the Godown.

No fire insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 2nd July, 1929.

## THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP, LONDON and STRAITS.

The Steamship, "BENBUCKLE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godown and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 25th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m., by Messrs. Goddard and Douglas.

No fire insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 4th July, 1929.

## THE S.S. WING WO.

CHINESE VESSEL CHANGES HER NATIONALITY.

After sailing under the Chinese flag for some time past, the S.S. Wing Wo has now changed her nationality. Like the S.S. Wing Lee, another vessel belonging to the same owners whose local agents are the Choy Yick Co. the Wing Wo now has the Portuguese ensign at her mast-head.

The reason for this change is not known, but it is understood that the necessary steps were completed only a few days ago.

The Wing Wo left the port on Thursday under the command of Capt. Lemos, her destination being Kwang-chauwan.

## CONSIGNEES' NOTICES.

## OCEAN STEAM SHIP CO., LTD.

## CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel, "ADRASTUS"

From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will be at the consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from Godown on and after 4th July.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th July, will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 24th July, or they will not be recognized.

No fire insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd July, 1929.

## OCEAN STEAM SHIP CO., LTD.

## CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel, "TALITHYBUS"

From SEATTLE, VANCOUVER and VICTORIA via JAPAN.

are requested to take delivery of Flour and Lumber shipments as soon as the vessel is ready to discharge and are hereby notified that if their lighters are not placed alongside the steamer as required, their shipments will be discharged into Holt's Wharf, Kowloon, at their expense, where the cargo will be at their risk and expense and subject to the terms and conditions of storage at Holt's Wharf. Steamer will commence discharge on the 4th July.

General cargo will be discharged into Holt's Wharf, Kowloon, where it will be at the consignee's risk and subject to the terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from the Godown on and after 4th July.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the steamer's Godown, and all General Cargo remaining undelivered after the 10th July, will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 24th July or they will not be recognized.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th July, 1929.

## THE CHINA COAST.

## RECENT CHANGES AND APPOINTMENTS.

Mr. E. R. Graham, extra chief officer, Poyang, has gone chief officer, Hsin Peking. Mr. J. S. Turnbull, chief officer, Hsin Peking is on reserve.

Mr. G. T. M. Ramsay, second officer, Linan, has gone second officer, Nan-ning. Mr. W. D. Cusack, second officer, Nan-ning, is on reserve.

Mr. M. Duff, extra second officer, Woon-sung, has gone second officer, Linan.

Mr. V. A. Glinter, second officer, Wenchow, has gone extra second officer, Hsin Peking. Mr. K. A. Pegden, extra second officer, Ohangchow, has gone second officer, Wenchow.

Mr. E. H. Mullen, chief officer, Kintang, has gone chief officer, Woon-sung.

Mr. F. A. Galbraith, from reserve, has gone extra second officer, Hsin Peking.

Mr. J. A. Gow, from reserve, has gone extra second officer, Kintang.

Mr. J. Watson, from reserve, has gone chief officer, Siangtan. Mr. G. Chapman, chief officer, Siangtan, has gone chief officer, Poyang. Mr. E. R. Graham, chief officer, Poyang, is on reserve.

Mr. A. C. Morice, second engineer officer, Kiating, has gone second engineer officer, Hupoh.

Mr. J. H. Cameron, chief engineer officer, Hupoh, has gone chief engineer officer, Siyang. Mr. J. G. Campbell, chief engineer officer, Siyang, is on reserve.

Mr. R. L. Ingledew, acting second engineer officer, Taming, has resigned from the C. N. Co. Mr. H. MacDonald, acting second engineer officer, Shansi, has gone acting second engineer officer, Taming.

Mr. E. Ellison, third engineer officer, Kiating, has gone third engineer officer, Kiating.

Mr. V. Petherick, from reserve, has gone chief officer, Cheongshing. Mr. W. J. Lawrence, chief officer, Cheongshing, has gone chief officer, Yuen-sung. Mr. A. Pittendrig, chief officer, Yuen-sung, is on reserve.

Mr. H. C. Blacque, second officer, Kunsang, is on reserve.

Mr. P. S. Sharpam, from reserve, has gone second officer, Taishan. Mr. S. J. Carter, second officer, Taishan, has gone chief officer, same ship.

Mr. W. G. Austin, from reserve, has gone chief officer, Charles Hardouin. Shipping and Engineering.

## THE BOXER FUNDS.

## BRITAIN'S POLICY IN CHINA QUERIED.

London, July 5.

In the House of Commons, in the debate on the Address, Comdr. Locker-Lampson raised the question of the Boxer Indemnity, and was of opinion that the time had come when the Chinese Government ought to have greater control of these funds under the Act of 1890.

Sir Austen Chamberlain asked with regard to the conversations by the British Minister with the Nanking Government, and said he assumed the Government would base their policy in China upon the principles laid down by the British declaration of September, 1926, and January, 1927. If so, he hoped there would be no disagreement between the two sides of the House with regard to the policy to be pursued.

Mr. Arthur Henderson, replying, limited himself to a review of the conversations between Sir Miles Lampson and the Chinese authorities on the subject of a commercial treaty, rendition of Weihaiwei, extraterritoriality and allocation of the Boxer Indemnity.—*Reuter*.

## PASSENGERS.

## ARRIVED.

Per P. and O. s.s. Kashgar from Shanghai and Japan on July 5.—Lt. Comdr. F. H. Austin, Mr. and Mrs. A. W. Barnby, Mr. L. Bharamal, Petty Officer Burton, Mr. A. Buchanan, Miss L. S. Chin, Mr. S. L. Cheong, Mr. R. W. Davies, Mr. F. Driskell, Miss M. Fraser, Mr. Y. C. Fang, Mr. G. Fastling, Mr. E. M. Godfrey, Rev. W. Godson, Mr. W. Gordon, Mr. and Mrs. V. A. Ginter, Mr. and Mrs. D. H. Henly, Col. J. McD. Haskard, C.M.G., D.S.O., Able Seaman F. L. Hayward, Marine H. W. Hawkins, Mr. C. S. Howe, Lt. C. John, Able Seaman W. J. Jucalt, Mr. Y. Y. Lee, Mr. Liu, Miss A. M. Leydin, Capt. J. MacKellar, Mr. A. Ma, Rev. A. T. A. Naylor, Mr. and Mrs. Nicholls, Miss V. Petherick, Capt. C. P. Sparrow, Mr. S. H. Scott, Miss C. A. Tate, Miss G. O. Tate, Mr. L. T. Tson, Mr. L. T. Tson, Mr. L. K. Tong, Mr. C. F. Wong, Mr. H. Williams.

Per s.s. President Taft from Shanghai, Japan and U.S. on July 5.—Mr. A. Abramson, Mr. T. E. Bamford, Mr. Verne G. Blue, Miss Jeanette Brown, Mr. Peter Chant, Hon. Dwight Davis, Miss Alta Davis, Miss Alice Davis, Mr. Roland B. Dixon, Mr. M. R. Doggett, Miss Frances Fenton, Lt. Wm. F. Fitzgerald, U.S.N., Lt. and Mrs. James H. Foskett, U.S.N., Mr. Henry Gilhouse, Miss Margaret Gilhouse, Mr. and Mrs. Arthur Tegar Hancock, Miss Margaret Hancock, Mr. Sam Hawthorne, Mrs. Katherine Ann Hayden, Miss Patricia Hayden, Mr. F. G. Heine, Dr. Edwin T. Hodge, Mr. J. B. Holmes, Mr. Honigsburg, Lt. and Mrs. Paul E. Howard, U.S.N., Lt. and Mrs. Samuel H. Hurt, U.S.N., Miss Nancy Hurt, Comdr. and Mrs. Robert F. Jones, U.S.M.C., Miss Anne E. Jones, Master Robert F. Jones, Master Batesby Jones, Lt. Sam L. LaHache, U.S.N., Mr. F. Langfelder, Dr. Mabel Lee, Mr. L. Lind, Mrs. Rachel S. Logan, Miss Christian Logan, Mr. F. E. McCann, Mr. and Mrs. W. P. Mills, Mr. Jose Moreno, Mr. and Mrs. Ezra Nadjar, Mrs. Elizabeth I. Orr, Mr. C. H. Palmer, Mr. James R. Price, Mr. Egon Schanz, Lt. Comdr. and Mrs. A. E. Schrader, U.S.N., Master Albert E. Schrader, Jr., Mr. Henry Shiek, Lt. and Mrs. George A. Sinclair, U.S.N., Lt. and Mrs. Lloyd G. Soerger, U.S.N., Master Bob Sewell, Mrs. M. Y. Stages, Mr. Earl Swisher, Lt. and Mrs. Raymond D. Tarbuck, U.S.N., Miss Joan Tarbuck, Lt. Comdr. Samuel B. Thurston, U.S.N., Miss Martha R. Washburn, Miss Florence Wells, Capt. E. B. Whelan, U.S.N., Miss Flora G. Willhoiser.

## VETERAN GUNBOAT.

## GENERAL ALAVA GOES OUT OF COMMISSION.

Shanghai, June 30.

After 30 years of service with both the American Army and Navy, the U.S.S. General Alava, veteran gunboat of the U.S. Asiatic Fleet, was honourably "retired" from active duty yesterday. The General Alava, which was better known to Shanghai residents as the "Admiral's yacht," was decommissioned at a short, but impressive ceremony held on board the ship at 3 p.m.

The veteran gunboat was ordered to be placed out of commission about two weeks ago, but orders were changed to be effective yesterday.

Shortly before 3 p.m. yesterday afternoon the crew of eight officers and warrant officers and 60 enlisted men, assembled on deck of the General Alava which was anchored alongside the Cosmopolitan Dock. The men and officers were brought to attention by Lieut. V. W. Rayles, the executive officer, who then gave the command to "decommission the gunboat."

Pennant Pulled Down.

Slowly, the pennant jack and flag of the General Alava were pulled down by one of the quarterdeck signifying that the gunboat had been placed out of active service and decommissioned. The pennant jack and flag were then carefully folded up to be sent to the U.S. Navy Dept. at Washington to be kept together with flags of other American naval vessels that have been decommissioned. At another command, the men and officers dispersed, to get ready to board other American warships in the Far East where they have been transferred.

The General Alava was later anchored alongside the U.S.S. Itasca and on July 6, will be towed to Tientsin, where she will live her last days serving the American Government as a target for destroyers. Literally, the veteran gunboat will seek her final "resting place" with colours flying, as former instructions ordering her to be stripped of her fittings, engines, etc., were rescinded.

Was Spanish Transport.

The U.S.S. General Alava was formerly Spanish army transport and fell into the hands of the American naval forces a few days after Admiral Dewey captured Manila. She was turned over to the American Army for use as a transport, but in 1900 was ordered by the U.S. War Department to be handed over to the navy for use as an auxiliary ship. Her normal crew was 40 officers, four warrant officers and 60 enlisted men. Her tonnage is 1,115 tons, 212½ feet in length, 29.0 feet in breadth, mean draft 11 feet and her normal speed 10½ knots. The armament of the General Alava consisted of two three-pounders.

The General Alava was built about 40 years ago for the Spanish Government by Messrs. A. McMillan and Sons, Ltd., of Dumbarton, Scotland. She was not equipped with wireless and not learning of the capture of Manila by the American-American War, steamed into Manila Bay with supplies and reinforcements a few days after the city had fallen. As she passed, her commander ordered a salute to be fired in honour of the Spanish Army commander, but ten minutes later, learned that the American forces were in control of the city.

Since being taken over by the American forces, the General Alava was noted as one of the smartest auxiliaries serving on the Asiatic Station.

## LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

YODEL, MODEL, MODES, MOLES, SOLES, SOLOS.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

Codes Used A1, A.B.C. Fifth Edition, Engineering First and Second Editions. Western Union and Watkins, Benson's Marconi.

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Please address enquiries to the Chief Manager—

R. M. DYER, B. Sc., M.I.N.A. Kowloon Dock, Hongkong.

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## SUMMER EXCURSION RATES.

From Hongkong to Shanghai and Return	H.\$120
" " " Nagasaki " "	H.\$165
" " " Moji " "	H.\$190
" " " Kobe " "	H.\$210
" " " Yokohama " "	H.\$235

## SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu

Shinyo Maru ... Wednesday, 10th July.

Siboria Maru ... Wednesday, 24th July.

## SEATTLE, VICTORIA via Shanghai &amp; Japan Ports

Mishima Maru ... Monday, 29th July.

Iyo Maru ... Monday, 12th Aug.

## LONDON, MARSEILLES, ANTWERP &amp; ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Hakone Maru ... Saturday, 13th July.

Suwa Maru ... Saturday, 27th July.

## SYDNEY &amp; MELBOURNE via Manila &amp; Port.

Aki Maru ... Wednesday, 24th July.

Kaga Maru ... Wednesday, 21st Aug.

## BOMBAY via Singapore, Panang &amp; Colombo.

Awa Maru ... Thursday, 11th July.

Nagato Maru ... Saturday, 27th July.

## SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Anjo Maru ... Tuesday, 9th July.

## SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Port.

Kamakura Maru ... Tuesday, 9th July.

## NEW YORK, BOSTON, HAVANA via Panama.

Iatago Maru ... Sunday, 21st Aug.

## LIVERPOOL via Port Said, Constantinople,

Genoa & Marseilles.

Durban Maru ... Saturday, 20th July.

## CALCUTTA via Singapore, Penang &amp; Rangoon.

Gonoo Maru ... Tuesday, 9th July.

Rangoon Maru ... Monday, 15th July.

SHANGHAI, KOBE & YOKOHAMA.

Hakozaki Maru ... Sunday, 7th July.

Mito Maru ... Wednesday, 10th July.

Lions Maru ... Thursday, 18th July.

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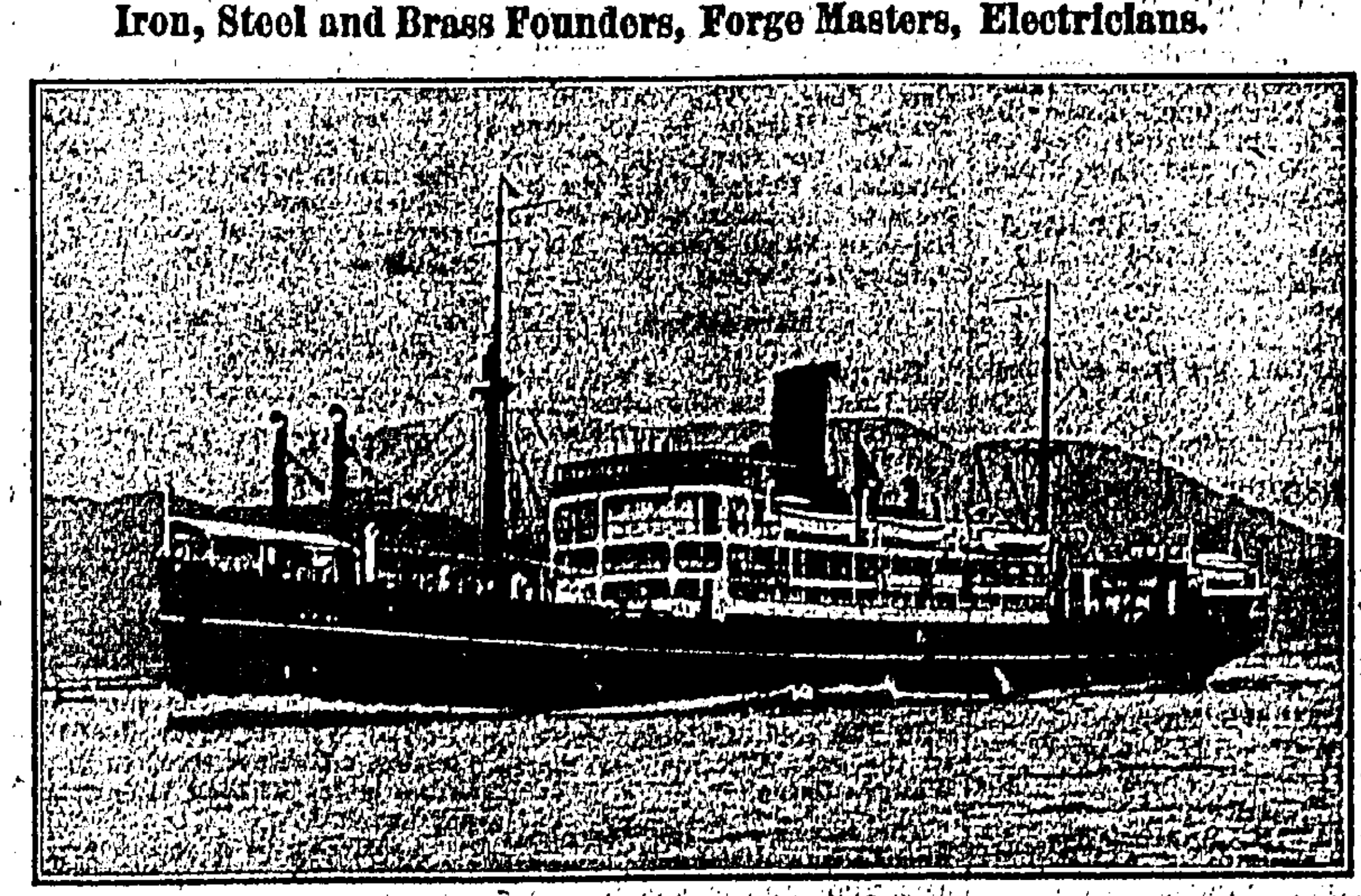
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*MIRZAPORE	6,715	8th July.	Straits, Colombo & B'bay
*ALIPPORE	5,273	19th July.	Straits, Colombo & B'bay
*KHIVA	9,135	20th July.	M'les & London
*KHYDER	9,114	3rd Aug.	Marseilles, L'don & Hull
*KIDDERPORE	5,334	15th Aug.	Straits, Colombo & B'bay
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TILAWA	10,008	24th July.	S'pore, Penang & Calcutta
SIRDHANA	7,745	30th July.	S'pore, Penang & Calcutta
TALAMBA	8,018	1st Aug.	S'pore, Penang & Calcutta

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ARAFURA	6,000	2nd Aug.	Manila, Sandakan, Thura
TANDA	6,956	30th Aug.	Island, Townsville, B'bano
ST. ALBANS	4,500	4th Oct.	Sydney and Melbourne.

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## SAILINGS TO SHANGHAI &amp; JAPAN

S. S.	Tons	From Hongkong	Destination
ARAFURA	6,000	9th July.	Moji, Kobe, Osaka & Yokohama
TALAMBA	8,018	10th July.	Amoy, Moji, Kobe & Osaka
MALWA	10,980	19th July.	S'hai, Moji, Kobe &



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## BRITAIN AND THE SOVIET.

REVERTING TO THE STATUS  
PRIOR TO BREACH.

### COMMONS STATEMENT.

London, July 5.  
In the House of Commons, Mr. Arthur Henderson, the Foreign Secretary, intervened in the debate on foreign policy, making special reference to the proposed recognition of Russia.

He intimated that he had been in contact with the legal adviser of the Crown, and he thought it of interest to state that since Britain accorded *de jure* recognition of the Soviet Government in 1924 the latter was entitled to be recognised as a Government of State and is still so recognised by His Majesty's Government.

Therefore the reciprocal rights and duties which International Law recognises as incumbent on States in their relations one to another, continue to subsist between Britain and Russia.

The rupture of 1927 suspended the normal machinery of diplomatic relations, and that machinery now required to be re-established.

Earlier in the debate, Mr. Henderson said the method the Government would adopt would be to depend to some extent on the Dominions' replies, but Mr. MacDonald in 1924 had made it clear that we were not going to tolerate propaganda or interfering with the internal affairs of Britain or any part of the British Empire.

If their Russian friends had profited by experience in the last year or so, and were most anxious to enter into normal trade relations with the British commonwealth of nations, he imagined they would be ready to give a very definite undertaking, and see it was carried out.

Moscow, July 5.  
Commenting on the statement in the King's Speech with regard to Anglo-Soviet relations, the newspapers unanimously declare that the Soviet will not agree to any preliminary negotiations to determine the conditions for a resumption of diplomatic relations.

The *Izvestia* recalls the British intervention in the Soviet Republic, the "anti-Soviet activities of British diplomats," and the Arcos raid, and declares it is for the Soviet, rather than Great Britain, to advance conditions and demand guarantees.—*Reuter*.

### MERCANTILE BANK NOTES.

ORDINANCE TO EMPOWER  
CONTINUANCE.

The Mercantile Bank of India, Limited, intends at an early date to apply to the Legislative Council of Hongkong for a Bill to extend for a further period the powers granted by the Mercantile Bank Note Issue Ordinance to make, issue, re-issue and circulate bank notes.

The Mercantile Bank Note Issue Ordinance, 1911, empowers the Mercantile Bank of India, Limited, to make, issue, re-issue and circulate bank notes. This power is limited so as to come to an end on the 13th August, 1929. It is now considered desirable to extend the duration of this power up to and including the 12th July, 1930.

### WATER LEVELS.

FOR WEST, NORTH AND  
EAST RIVERS.

The following table, compiled by the Board of Conservancy Works of Kwangtung, shows the water levels in English feet on the West, North and East Rivers on the dates named:

	July 4	July 5
Shuihing	16.4	16.7
Tsingyuen	8.5	9.4
Samshui	8.5	9.4
Shedung	3.5	3.4

For July 2nd, the level at Tsingyuen was 7.1.

### WARSHIPS IN PORT.

The following warships are now in port:

Basin.—H.M.S. Tamar and Submarine L15 and L19.  
North Arm.—H.M.S. Bridge-water and H.M.S. Sirdar.  
Weht Wall.—H.M.S. Gaster.  
In Dock.—H.M. Ships Thracian, Sepoy and Moorhen.  
Foreign.—U.S.S. Mindanao.

Yesterday a Chinese youth of about 18 jumped from the wharf opposite the Empress Hotel on Connaught Road West, apparently in order to commit suicide. A Chinese sailor on board a steam launch jumped after the youth, who had sunk, and the body could not be found.

## STARTLING CHINA RUMOUR.

GEN. TANG SENG-CHI  
TO DEFECT?

REPORT THAT HE MAY JOIN  
THE KUOMINCHUN.

### IMPASSE CONTINUES.

Peking, July 5.  
Prospects of an early solution of the Peking impasse are not too bright, according to the most authentic reports.

It is significant that Marshal Feng Yu-shiang is quoted as declaring at Taiyuanfu that if Yen Hsi-shan fails to accompany him abroad he will continue indefinitely in Shansi.

Meanwhile Chiang Kai-shek is said to be chagrined at the persistence of Yen to go with Feng and the exceedingly doubtful attitude of the latter.

#### Chiang's Threat.

Chiang threatens that in the event of his requests to Feng and Yen not being complied with in the near future, he will publish all the telegrams which he has received from Feng as well as those which he has sent to Feng from Peking.

It is alleged by Chiang that the telegrams afford ample proof of lack of sincerity on the part of Feng, despite the many opportunities and privileges offered him by Chiang.

#### Tang Seng-chi to Go Over?

While the emissaries of Chiang Kai-shek are busy carrying on negotiations with Yen, startling rumours that General Tang Seng-chi, representing Nanking, is contemplating an alliance with the Kuominchun thus turning the tables on Chiang, are a circulation in Peking.

Tang Seng-chi, who was a powerful military commander in Hunan and Hupeh in 1927, later established an independent Kuomintang Government at Hankow and succeeded in forcing Chiang to resign from the Nanking administration.

Recently it is understood that General Tang Seng-chi has directed 20,000 of his troops, formerly stationed in Peking and Tongshan, the famous mining district, to penetrate into Honan. His occupation of Chengchow and Kai-feng, two important strategic points in Honan, was reported at about the same time as Chiang Kai-shek arrived at Peking to confer with Yen.

The units of General Shih Yiu-san, the "turncoat" Kuominchun commander, are to have absorbed into the 24th Nanking Division under the command of General Shih.

#### Nanking Defences.

The commander of the First Nanking Division, General Liu Chi, on Thursday evening departed from Hankow for Sinyangchow, on the Hupeh-Honan frontier, to inspect the Nanking defence fortifications. Sinyangchow forms the principal Nanking line of defence on the Hupeh border.

General Liu reports to Nanking that he was reliably informed that all war preparations by the Kuominchun in Honan and near the Hupeh borders have ceased. General Liu expects to stay at Sinyangchow for about ten days.

Further news of the negotiations between Chiang and Feng states that the former will send his personal envoy, General Hsiung Shih-hui, former Garrison Commander of Shanghai, to Shansi to interview Feng. The mission of General Hsiung is to report to Feng the result of the conference at Peking, and the progress of the indisposition of Yen Hsi-shan which compels his remaining in Peking.

#### Main Object.

The main task of the visit, however, centres on the attempts to get Feng to keep his promise and quit the country. It is the wish of Chiang Kai-shek that Feng should depart at an early date and the services of Yen should be retained.

The likelihood is that as soon as Feng leaves China, General Chang Hsueh-liang may come to Peking and hold a triangular conference with Yen and Chiang, deciding on the rehabilitation of North-Western China.

The troops of the "turncoat" Kuominchun divisional commanders, Han Fu-chu and Shih Yiu-san, about 3,000 strong, will be amalgamated with the Nanking Army and divided into two new Divisions. It is understood that Shih Yiu-san and Han Fu-chu have demanded that the Nanking authorities pay them arrears of \$300,000.

## RHODES SCHOLAR SCHEME.

GERMAN SCHOLARSHIPS TO  
BE REVIVED.

### WORLD PEACE IDEAL.

London, July 5.  
The Rhodes Scholars' dinner at Oxford, to-night was attended by H.R.H. the Prince of Wales, Mr. Stanley Baldwin, and ten pre-war German Rhodes Scholars, including Count Bernstorff, Counsellor to the German Embassy in London.

Mr. Baldwin, in the course of a speech, announced that the Trustees had decided to establish two two-year German scholarships to enable four German scholars to be continuously in residence at Oxford, but recognised the impossibility of cancelling the additional scholarships allotted to the Dominions in 1916 after the German scholarships were suspended.

Therefore, fresh funds were necessary, especially as the increasing demand for accommodation in the Colleges had intensified the difficulty of providing for the existing scholars.

The Trustees believed that the goal of world peace, contemplated by Mr. Cecil Rhodes when he founded the scheme, was more realisable to-day than then, and that its attainment would be assisted by the creation of German scholarships.—*Reuter*.

### EARLIEST WOMAN IN ITALY.

NEANDERTHAL SKULL NEAR  
ROME.

Rome, June 7.

It is now possible to give details of the fossilised human skull of the Neanderthal type recently found near Rome. The skull was found while workmen were exploring an alluvial fissure in which the fossilised bones of an extinct species of mammal—either elephant or hippopotamus—had been previously unearthed.

A special conference of the Roman Anthropological Society has pronounced the find the oldest type of human skull ever discovered in Italy. Examples of the Neanderthal type have been found in Prussia, Chappelle Aux-Saints, Spain, France, Czechoslovakia and Galilee, but never before in Italy.

This example is said to have belonged to a prehistoric woman. The brow is very sloped, with highly arched eyebrow bones, the face is large in proportion to the cranium, and the eye-holes are exceptionally big. The nose is set low and has been very large and the lower part of the face must have been almost snout-like. The palate is large and has a double arch.

Curiously enough the site of the discovery about a mile and a half beyond the Porta Pia, has without anyone ever really knowing why, been traditionally known from time immemorial as "The Devil's Seat."

### CORRESPONDENCE.

New Territories Show.

[To The Editor of Hongkong Telegraph.]

Sir,—In the report for last year's New Territories Agricultural Show sent you for publication in to-day's issue the writer has inadvertently omitted to mention that the accounts were balanced by Mr. T. P. Tong, Treasurer, and duly audited by Mr. Chow Nim-tong, of Messrs. Yue Lee Yuen, 6th floor, China Bldg.

I would like to take this occasion of adding a word of appreciation thanks to the local English and Chinese press for the unfailing courtesy extended to the Show at all times.—Yours, etc.,

J. D. BUSH.  
Hon. English Secretary.  
Hongkong, July 6th, 1929.

KNOCKED DOWN BY  
MOTOR LORRY.

KOWLOON ACCIDENT ENDS  
FATALLY.

Through being knocked down by a motor-lorry at the junction of Nathan and Waterloo Roads yesterday, a Chinese received injuries from which he died after removal to hospital.

According to a report received from the driver, it appears that he was endeavouring to pass another lorry in front, but at the last moment evered to avoid a collision. In doing so, he knocked down a Chinese who was walking on the road. The man received serious injuries and died shortly after admission into the Kwong Wah Hospital.

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markable acting ever seen!

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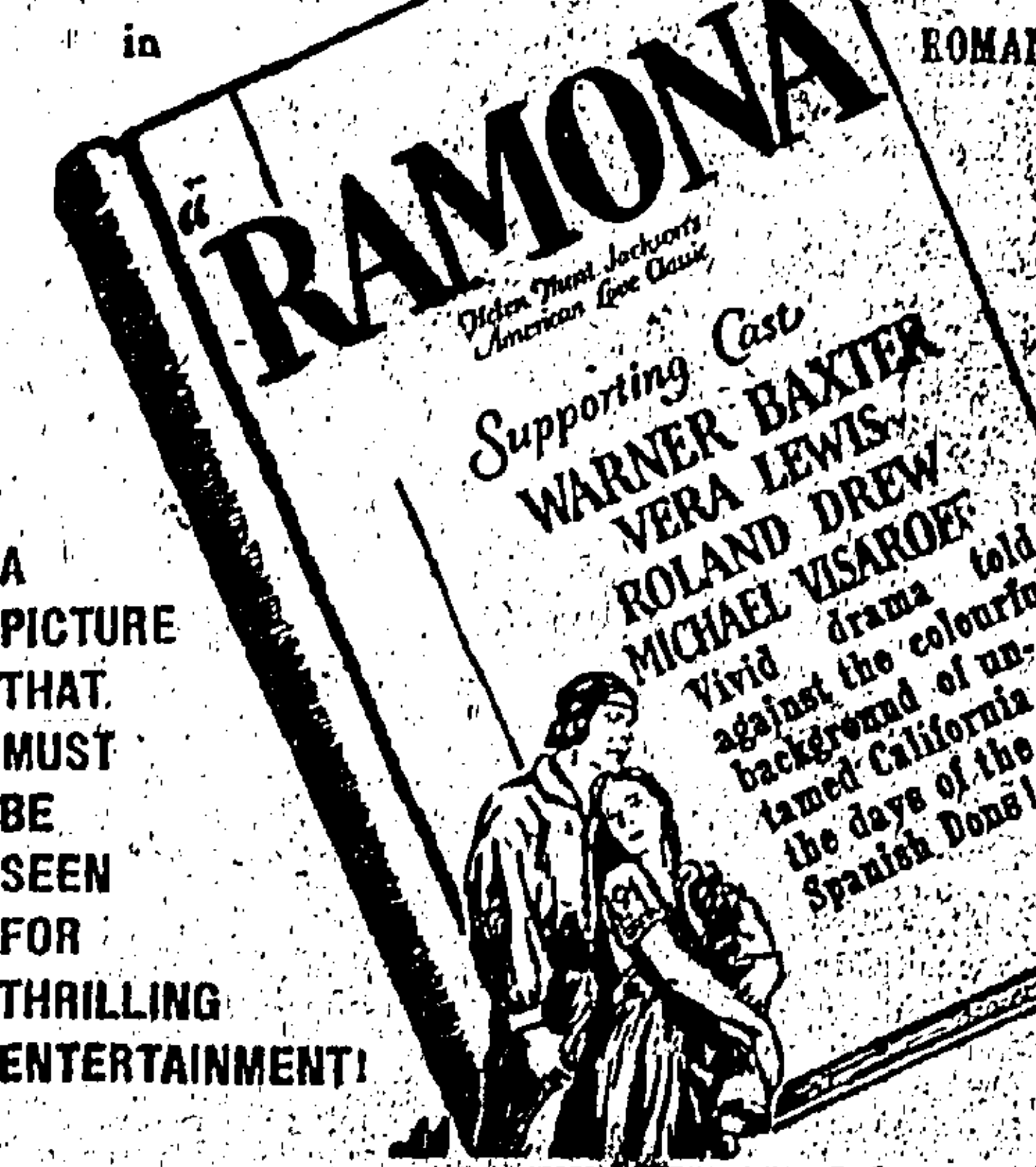
AT THE WORLD FINAL SHOWINGS TO-DAY  
At 2.30, 5.15, 7.15, & 9.20.

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background of un-  
tamed California in  
the days of the  
Spanish Days!

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At 2.30, 5.30, & 9.20.